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THE BICYCLING WORLD

FOUNDED 1877

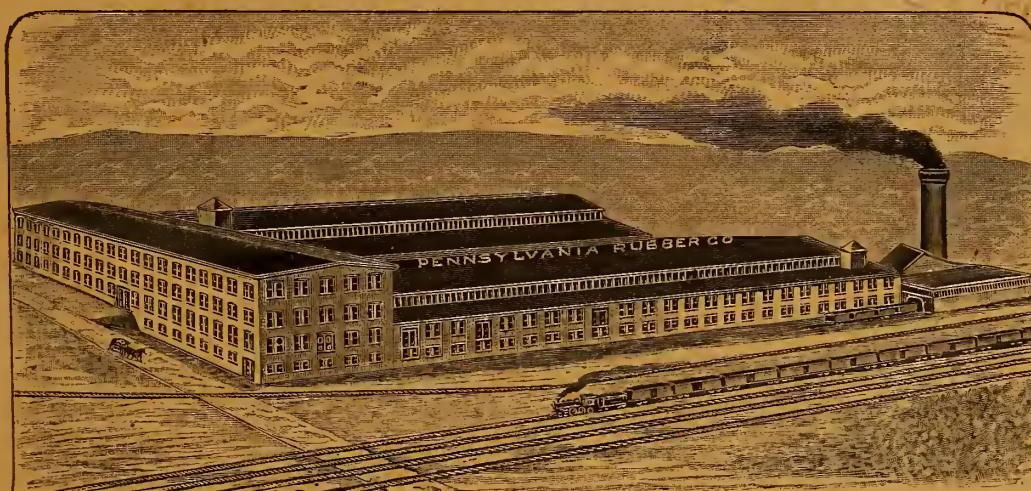
and MOTORCYCLE REVIEW

In which is incorporated "THE WHEEL" (New York) and the "AMERICAN CYCLIST" (Hartford)

Vol. XLVII.
No. 1.

New York, N. Y., U. S. A., Saturday, April 4, 1903.

\$2.00 a Year.
10 Cents a Copy.



OUR NEW HOME.

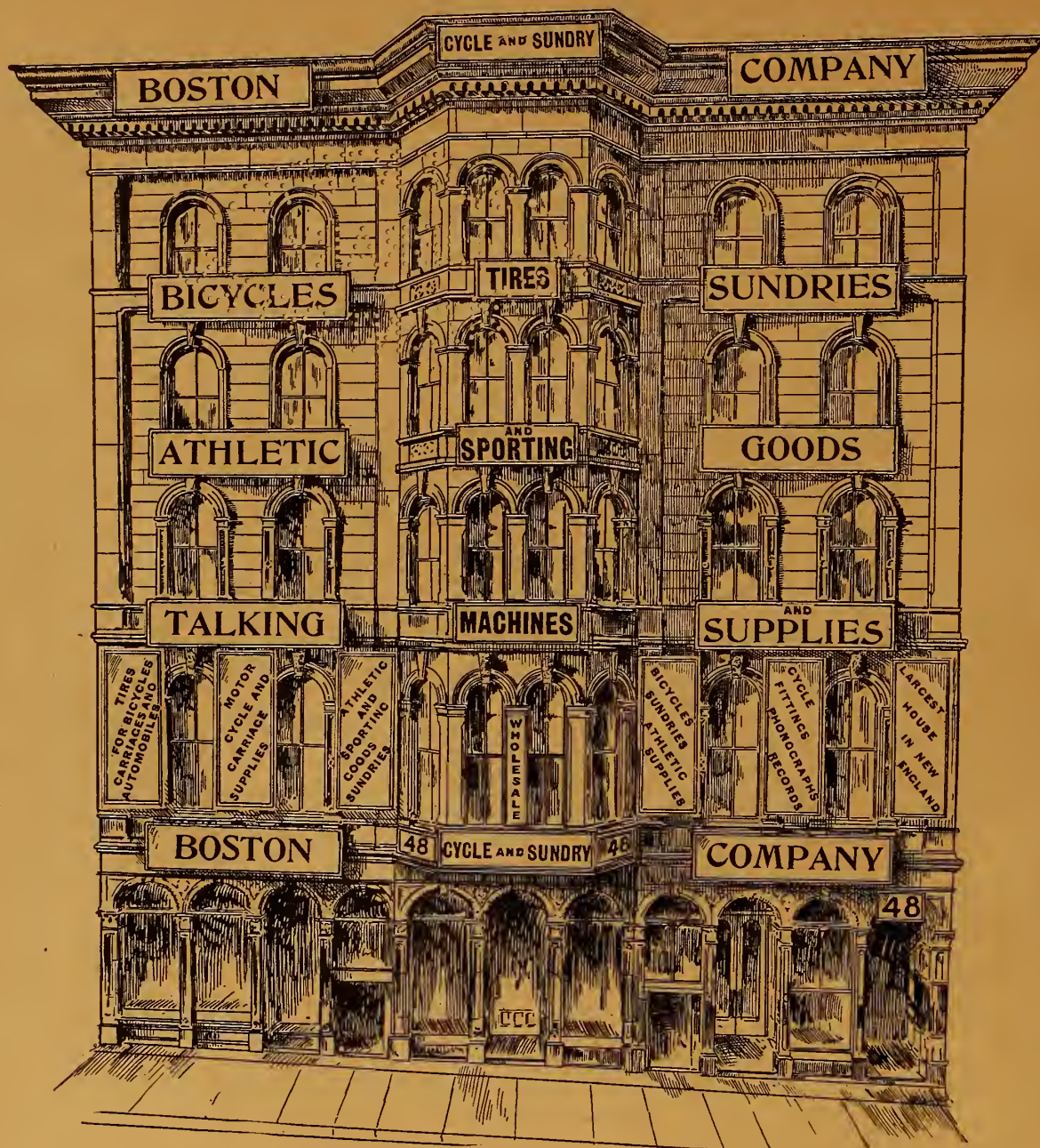
NOTHING SUCCEEDS LIKE SUCCESS.

Pennsylvania Double Tube Tires AND Pennsylvania Inner Tubes

Are Acknowledged The GREATEST SUCCESS On The Market.

Ask your jobber for samples. If he does not have them in stock, write us for prices. We can interest you.

PENNSYLVANIA RUBBER COMPANY, Jeannette, Pa.



THE above cut is our NEW WHOLESALE HEADQUARTERS, where will be found the largest stock of supplies east of Chicago.

We have always led in Tire values, and our bargains this year are on the following well known brands: KANGAROOS, FENWAY, RARITAN, COLONIAL, MONITOR and NEW YORK. Large buyers correspond with us on the above; also on Pedals, Lamps, Motorcycles, etc.

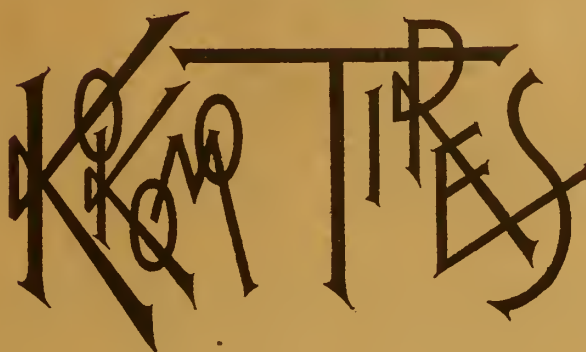
BOSTON CYCLE & SUNDRY COMPANY,

J. M. LINSOTT, Mgr.

Retail Store: { 7 Hanover Street.
172 Federal Street.

Wholesale Headquarters, 48 Hanover St., Boston.

"TIS NOT IN MORTAL TO COMMAND SUCCESS
BUT WE'LL DO MORE—DESERVE IT."



became a success by deserving it.

They remain a success for the same reason.

They will continue to be a success because their
standard of quality is unvarying.

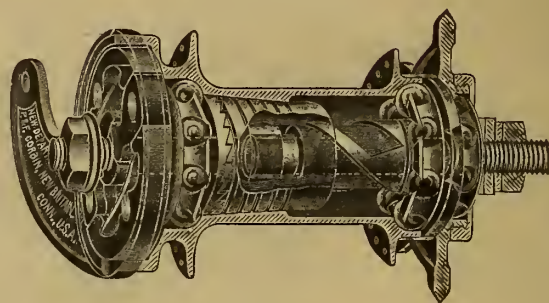
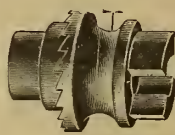
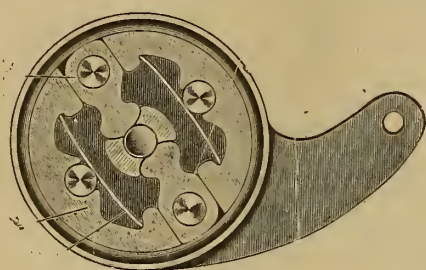
You can profit by their success as so many
others have done. Do it.

KOKOMO RUBBER COMPANY

KOKOMO, INDIANA.

THERE IS
NO EXCUSE FOR ANY RIDER OR DEALER
 who accepts a bicycle equipped
 with other than the
Corbin Duplex Coaster-Brake

when any of these bicycle manufacturers will
 supply it at the same price as any of
 the inferior coaster brakes:



Stearns Bicycle Agency,
 Waltham Mfg. Co.,
 Hendee Mfg. Co.,
 Warwick Cycle & Automobile Co.
 American Cycle Mfg. Co.,
 (Eastern Sales Department),
 Reading Standard Mfg. Co.,
 Light Cycle Co.,
 John R. Keim,
 E. R. Thomas Motor Co.,
 Iver Johnson Arms & Cycle Works,
 Motor Cycle Mfg. Co.,
 Snell Cycle Fittings Co.,
 Arnold, Schwinn & Co.,
 Fowler, Sherman, Manson Cycle Mfg. Co.,

Miami Cycle & Mfg. Co.,
 Wisconsin Wheel Works,
 National Cycle Mfg. Co.,
 Bean Chamberlain Co.,
 Kirk Mfg. Co.,
 Davis Sewing Machine Co.,
 Great Western Mfg. Co.,
 Day Mfg. Co.,
 American Cycle Mfg. Co.,
 (Western Sales Department),
 Merkel Mfg. Co.,
 Goddard & Allen Co.,
 Empire State Cycle Co.,
 National Sewing Machine Co.

P. & F. CORBIN, New Britain, Conn.

THERE IS

Only One Indian Motor Bicycle

AND

WE MAKE IT.

WORLD'S RECORDS

1 Kilometer,
39 sec.

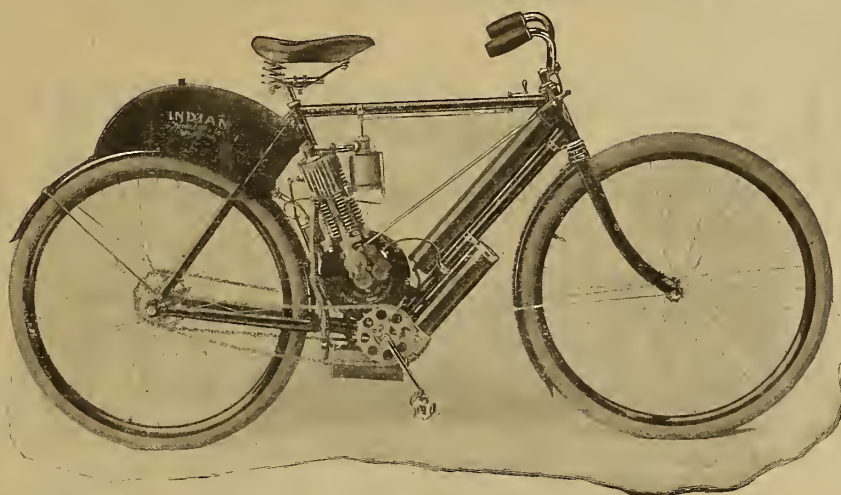
1 Mile,
1:03 1-5.

BY

Oscar Hedstrom
ON HIS

INDIAN,

Ormond-Daytona, Fla.,
MARCH 26-28.



"Scalps"

DAYTONA-HANDICAP,
5 Miles.

Open to all classes of vehicles.

Won by Hedstrom on his Indian in **5.37** from a standing start.

Alexander Winton's 40 h. p. car did **7.23**.

One Mile Florida Championship won by W. W. Austin, on an Indian. Time, 1.36.

THERE IS

Only One Oscar Hedstrom

and he not only designed each
and every part of it,
but

HE DEVOTES HIMSELF EXCLUSIVELY TO THE INDIAN.

He superintends the construction and assembling, and inspects and tests each and every one that is put together, and all his latest ideas and devices are incorporated as they originate.

There may be motor bicycles that look like the INDIAN, but looks are deceitful; they are not the equals of the "Hedstrommed" INDIAN. They lack the finishing touch of the master hand, and have neither the speed nor the power of the INDIAN, as we are prepared to PROVE to all who doubt the assertion.

There is absolutely no motor bicycle just as good as the INDIAN. When you buy, buy the "real thing"—the genuine INDIAN. Catalog and terms on request.

HENDEE MFG. CO., Springfield, Mass.

The Old, the Reliable,
the Well-Tried Brands.

**RAMBLER,
CRESCENT,
IMPERIAL,
MONARCH.**

You do not have to convince customers of their worth or reliability; their grandparents in middle age, their parents in youth, used to swear by these Brands, and the children will do likewise.

IF OUR TRAVELERS HAVE NOT AS YET REACHED YOU,
WRITE US DIRECT FOR AGENCY AND SUPPLIES.

AMERICAN CYCLE MFG. CO.

Western Sales Department,
CHICAGO, ILLINOIS.

The Big 3

Columbia

"STANDARD OF THE WORLD."

Cleveland
BICYCLES

"BUILT ON THE SQUARE."

Tribune

"THE FAMOUS BLUE STREAK."

BEST MADE.

BEST KNOWN.

BEST SELLERS.

GOOD RESULTS AND GOOD PROFITS GO HAND IN HAND WHEN YOU
REPRESENT A DESIRABLE ARTICLE THAT READILY
MEETS THE DEMAND OF THE PUBLIC.

These machines have honesty for their foundation in every sense of the word, this
applying to MATERIAL, WORKMANSHIP, CONSTRUCTION, EQUIPMENT
and FINISH.

The successful dealers are pushing them as their leaders.

Our catalogues tell all about them.

Fay Juvenile Bicycles.

SUNDRIES.

CATALOGUE AND PRICES UPON APPLICATION.

American Cycle Mfg. Co.,

EASTERN SALES DEPARTMENT,

HARTFORD, CONN.

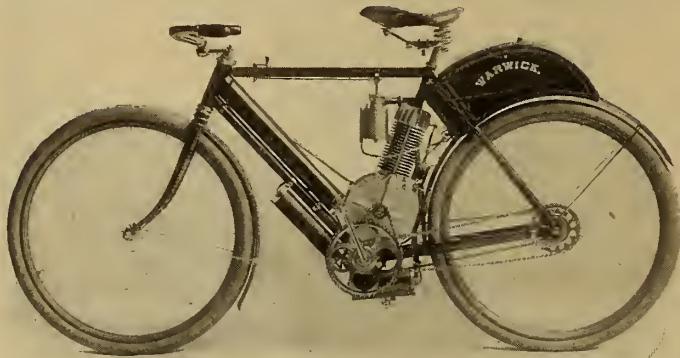
PACIFIC COAST BRANCH, 451 Mission Street, San Francisco, California.

You have only to say—

Warwick

and the riding public know what you mean.

THE BUILT-ON-HONOR WARWICK QUALITY IS ALWAYS THERE.



VERMILION. Weight, 98½ Lbs.

Warwick Motor Cycle

Cannot be beaten climbing hills or wading through sand.

PLENTY OF ENERGY ALL THE TIME.



MODEL 95. PRICE, \$50.

Warwick Bicycles

A FULL LINE.

\$25.00 Buys a Good Men's Wheel.

\$35.00 Buys a Better Men's Wheel.

\$50.00 Buys the Best Men's Wheel.

\$30.00 Buys our Women's Wheel.

SEND FOR CATALOGUE.

WARWICK CYCLE & AUTOMOBILE CO.,

SPRINGFIELD, MASS., U. S. A.

BE IN STYLE.

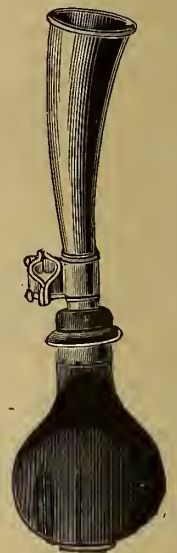
EQUIP YOUR BICYCLES WITH

HORNS

AND THEY WILL SELL TWICE AS FAST.



Retails for 60 cents.



Retails for 75 cents.

THEY NO LONGER USE BELLS IN FRANCE.

Horns have taken their place, because they are better, more stylish and almost as cheap.

ORDER A FEW SAMPLE "E. G." HORNS
AND SEE THE RESULT.

SEND FOR CATALOGUE OF 160 OTHER GOOD THINGS.

EMIL GROSSMAN,

Dept. B.

335 Broadway, NEW YORK.

EXCLUSIVE SELLING DEPOT FOR AMERICA.

BICYCLES ARE LOP-SIDED; RACYCLES ARE RIGHT.

**IF
Grindstones Were Hung,**

not inside the frame, but outside of it,
then

BICYCLES WOULD BE MECHANICALLY CORRECT.

But you all know that grindstones are not hung that way, else the labor entailed would be made many times harder. It's the same with bicycles—the power required to drive them is applied on one side and the labor of pedalling is increased accordingly.

IT'S ALL IN THE PUSH

**IF
Horses
Were
Hitched,**

not between the shafts,
but outside of them,
then bicycles would be
right and Racycles
wrong. But horses are
not hitched that way.

**RACYCLES
PUSH
EASY**



**BICYCLES
PUSH
HARD**

**IF
Men
Pushed
Wheel-
barrows,**

not by standing be-
tween the handles, but
alongside of them, then
bicycles would be right
and Racycles wrong.
But wheelbarrows are
not pushed that way.

On a Racycle you can
go faster and further
with 30% less
energy.

The Racycle Sprocket
Turns Between the Bearings

All Bicycle Sprockets
Turn Outside the Bearings

The Heart of a Bicycle is it's Hanger

If you enjoy bicycling,
you'll enjoy Racycling
just 30% more;
TRY IT.

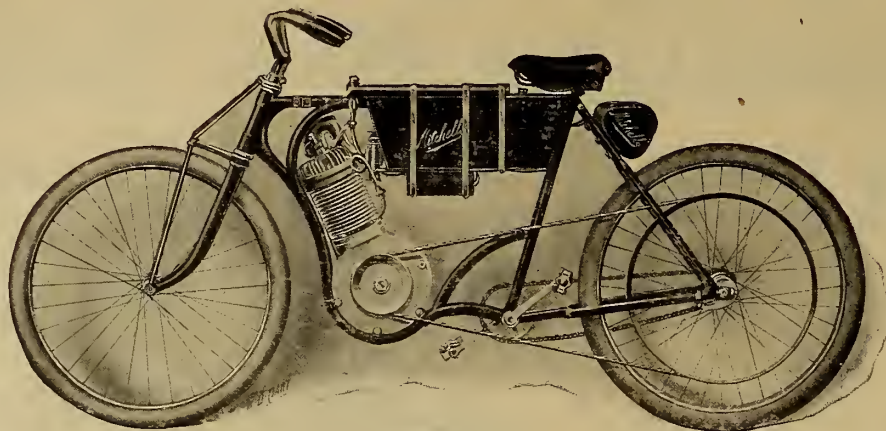
IS IT ANY WONDER

that the sales of Racycles have increased each year, while the sales of bicycles have as regularly fallen off? Get Catalog.

MIAMI CYCLE & MANUFACTURING COMPANY, Middletown, Ohio.

Mitchell Mile-a-Minute

Fastest.



Strongest.

MODEL 53.

IMMEDIATE DELIVERY.

WISCONSIN WHEEL WORKS, Racine Junction, Wis.
Box A.

New England Representative : AUTOMOBILE & MOTOR-CYCLE CO., 221 Columbus Ave., Boston, Mass.

SEVEN SUCCESSFUL YEARS

SOLAR

CYCLE LAMPS

Have Satisfied.



GAS.



OIL.

They Show the Way to Profit to Those who Sell Them and Pleasure to Those who Use Them.

Are you a member of SOLAR Society?

The models for 1903 Gas and Oil are better than ever.

BADGER BRASS MFG. COMPANY, Kenosha, Wisconsin

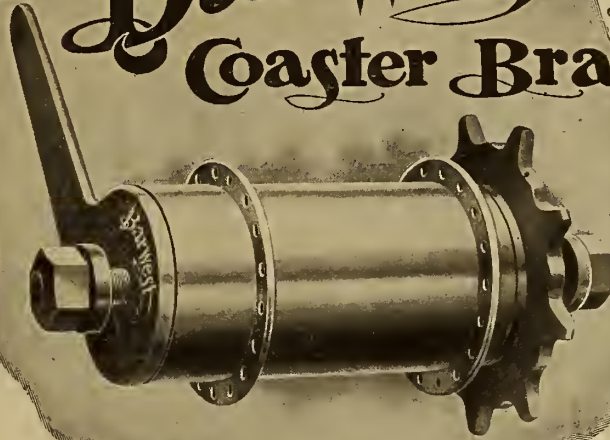
EASTERN BRANCH. 11 Warren St., New York, N. Y.

Price is a Good Salesman.

Quality is a Better One.

YOU GET BOTH IN

THE **Barwest**
Coaster Brake.



DON'T HESITATE.

GET IN LINE.

....THE....

Barwest for 1903
HAS NO EQUAL.

Symmetrical appearance (copied by others); increased braking surface; tool steel cones; coasts on separate set of balls; positive drive; sprockets always in line.

ORDER FROM YOUR JOBBER OR WRITE US FOR SAMPLES.

YOU CAN MAKE MONEY AND FRIENDS.

Barwest Coaster Brake Company,

83 CHAMBERS STREET, NEW YORK.

The Man Without a "Morrow" —Pity Him

He either is missing one-half the pleasure and zestfulness of cycling or else is halving that half by using a Coaster Brake, which he has been told and which he, having paid the price, forces himself to believe is "just as good as the Morrow." For your own sake we hope you are in neither class.

ECLIPSE MACHINE COMPANY,
ELMIRA, N. Y.

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, April 4, 1903.

No. 1

POPE OFFERS \$3,500,000

A. B. C. Receivers Accept and Sale Awaits Court's Action—What Purchase Includes.

The American Bicycle Co. and the American Cycle Mfg. Co. are now almost clear of their embarrassment, and before another month it is likely that both those names will be wiped off the slate and be replaced by the Pope Mfg. Co.

The first substantial move in that direction was made last week when the reorganization committee, acting on behalf of the new Pope Mfg. Co., offered the receivers \$3,500,000 for the personal property of the American Bicycle Co. On Saturday it was announced that the offer had been accepted, and it now simply awaits the confirmation by the courts before the transfer is effected. The courts are expected to take action of the sort at almost any moment. Under the terms of the offer the real estate holdings of the A. B. C. are excepted; had these been included the sale would have been delayed several months. The exempted properties, which are generously estimated to be worth \$500,000, comprise those plants which the A. B. C. did not turn over to the American Cycle Mfg. Co. when the latter was organized. They are now either idle or under lease. Until they are disposed of the A. B. C. receivership will be, of course, continued.

When the court confirms the sale there will be conveyed to the Pope Mfg. Co. all the stock and properties of not only the American Cycle Mfg. Co., but of the International Motor Car Co., the Federal Mfg. Co., the National Battery Co., a 75 per cent interest in the Barwest Coaster Brake Co., and a \$147,000 interest in the American Wood Rim Co.

Colonel Albert A. Pope will at once assume immediate direction, and while some changes are probable, the fact that he has practically been in control for some three months past makes fairly plain that they will have no bearing on this year's business.

In the petition filed with the court it was stated that since their appointment the receivers had produced and sold 250,000 bi-

cycles at a fair profit. It also came out that of the total bond issue of \$9,123,000 the reorganization committee holds \$9,021,000.

Makers Meeting Off.

The meeting of the Bicycle Manufacturers' Association, which was to have occurred in this city on Monday next, and at which the projected pool was to be finally settled, has been postponed. A number of the members are in the city, and at several caucuses differences growing out of the bottom bracket patent dispute have arisen and have been such as to render postponement of the meeting desirable. When it will occur is not now known, the date being left to the discretion of the secretary. It is rumored, however, that Colonel Pope and certain interested people will get together in the Manhattan Hotel on Sunday for a heart to heart talk.

To Make Tires in Milwaukee.

The Milwaukee Rubber Works Co., with capital of \$200,000, has been incorporated under the laws of Wisconsin by Patrick Cudahy, John F. Burke and G. Stanley Mitchell, all of Milwaukee, and already contracts have been let for factory buildings on a five-acre site purchased by the company at Cudahy, a suburb of Milwaukee, on the main line of the Northwestern Railroad.

The company intend to include bicycle tires in their manufactures, and expect to be ready to book orders about June 15. The board consists of Patrick Cudahy, G. Stanley Mitchell, Charles T. Burnham, William Becker, John F. Burke, M. R. D. Owings and George P. Mayer. The officers are: President, G. Stanley Mitchell; vice-president, Charles T. Burnham; secretary, Charles W. Harris; treasurer, Howard E. Mitchell; assistant secretary, George E. Burnham; superintendent, F. Haskell Smith.

Leng Buys out Rice.

C. Murray Rice, of this city, who several times has been reported as quitting the cycle jobbing trade, is now finally and definitely out of it. His stock, goodwill and fixtures, including the trade mark "Goodstuff," as applied to cement, have been purchased by John S. Leng's Son & Co., also of this city, who will continue the business at the former Rice address, No. 26 West Broadway.

INDIA PLANT DESTROYED

Only Office Records Saved and Loss not Covered by Insurance—Odd Cause of Fire.

The factory of the India Rubber Co., Akron, Ohio, which was briefly reported in flames at the time the Bicycling World went to press on Thursday last, was completely destroyed, as was feared would be the case. The plant was a three story brick building, the main portion of which was 200 by 60 feet, and a wing 150 by 100 feet.

The flames had gained great headway before an alarm could be turned in, and, although the fire department made heroic efforts to save that portion of the building in which valuable stock was stored, nothing effectual could be done but preserve adjoining property from destruction. A frame dwelling standing between the ruined factory and the office of the company would certainly have burned but for the changing of the wind to the north, carrying the flames away from this structure, and had the fire communicated to this house the office, with its records, would have been destroyed.

The loss is placed at \$200,000, approximately, as follows: On stock, \$90,000; on machinery, \$60,000; on buildings, \$50,000. The aggregate insurance is nearly \$150,000. President Parker states that arrangements have already been made with the India Rubber Company's allied companies to take care of the concern's customers, and that a delay of a week or ten days in deliveries of certain goods will be the only bad effects of the fire. The Goodyear Tire & Rubber Co. have also jumped into the breach, and by hiring most of the workmen thrown out of employment by the disaster will obviate any embarrassment or shortage of tires that it may have caused.

The cause of the fire was itself unusual. A boy in the mixing department was pouring gasoline from a cup into a can. His elbow came so close to an electric belt that a current shot through his arm and a spark from the end of his finger ignited the inflammable liquid. He dropped the can and cup and the conflagration followed. Almost instantly the fire had communicated to an elevator shaft and virtually from the first was beyond control.

FALL IN FEBRUARY

No Break in Downward Movement of our Exports—Month's Loss, \$127,030.

The February exports show another sharp decline. They totalled only \$181,050, whereas for the corresponding month of 1902 they amounted to \$308,080. The greatest loss is in the shipments to Germany. A year ago they were valued at \$80,300 for the month; this year they shrunk to \$11,696. Large losses are also chargeable to France, the Netherlands and the United Kingdom. In the case of France the drop is from \$38,342 to \$7,040; the Netherlands took but \$3,640, as against \$20,378 in February, 1902, while with the United Kingdom the values declined from \$30,759 to \$18,735. "Other Europe" suffered a diminution, as did China, and Cuba and the Philippines dropped off to almost nothing.

Of the countries showing gains Japan is, as it has been for a considerable time, the bright star. Its purchases rose from \$16,163 to \$27,174. British Australia makes the next best showing, the figures being \$15,538 and \$22,698, respectively. Proportionately, Mexico makes the greatest gain of all, it having purchased \$6,845 worth of goods in place of the \$1,381 taken in February, 1902. British North America and Belgium also show slight gains.

The figures for the eight months of the fiscal year also show a material loss. For the period ending February 28 last \$1,253,348 worth of bicycles were exported, whereas during the previous year the value was \$1,489,142. The figures follow:

When Col. Pope Will Return to Hartford.

The other day a friend asked Colonel Albert A. Pope when he expected to go to Hartford.

"When the Columbia factory is again the property of the Pope Mfg. Co., and not until then," was the emphatic response.

And from Hartford rumors have come of a rousing red fire reception that is awaiting or that has been talked of, at any rate.

Classification Committee in Session.

E. J. Lonn is no longer a member of the classification committee of the Bicycle Manufacturers' Association. The other members of the committee, Colonel Albert A. Pope, H. E. Maslin, W. M. Lewis and Ezra E. Kirk, are in New York this week preparing their report or recommendations for presentation at the general meeting on Monday next.

Where Business is Boomlike.

"The cycle business here is distinctly good," writes that good old firm, Lemont & Whittemore, Worcester, Mass. "It seems like 1896 again. We have sold fifteen Indian motor bicycles to date and the owners are all highly pleased with them, in fact they are about to organize a motorcycle club."

Ohio Concern Incorporates in Arizona.

The Todd Mfg. Co., at Toledo, O., has been incorporated with a capital of \$100,000, under the laws of Arizona, to escape stockholders' double liability, to manufacture automobiles, bicycles and parts. Officers: S. S. Thorn, M. D., president; John V. Todd, general manager; J. D. Crawford, secretary; J. J. Cooney, treasurer.

GERMANY'S BIG GAIN

Again Heads List of Cycle-Exporting Countries—United States Still in Third Place.

Figures disclosing Germany's exportation of bicycles during the year 1902 are now available. They prove that that country still retains its position at the head of the list, and by an even more substantial margin than was the case the year before. The total shipments amounted to 2,380 tons, valued at \$3,925,250, as contrasted with 1,795 tons, worth \$3,020,500 in 1901, a gain of \$924,750.

During the corresponding years England's cycle exports increased in round figures \$700,000, or from \$2,800,000 to \$3,500,000, while the United States's foreign trade declined from \$2,599,237 to \$2,581,255.

The statistics show that Holland is Germany's best customer, having last year taken 445 tons, as contrasted with 287 tons in 1901. Denmark comes next with 302 tons, followed by England with 297 tons, Austria and Hungary 280 tons, Switzerland 207 tons, France 165 tons, Russia 156 tons, Belgium 153 tons, all these totals representing increases on the 1901 figures. In fact, the only market to which the German cycle exports show a decrease is Sweden—from 143 tons in 1901 to only 87 tons last year.

Rubber Workers Organize.

The Diamond Rubber Workers' Relief Association was incorporated on March 17, under the laws of Ohio, with a view to including in its membership practically all the permanent factory and office employes of the Diamond Rubber Co. Members will pay monthly dues to provide a fund for sick and death benefits and relief for widows and orphans. H. S. Riddle, master mechanic of the Diamond Rubber Co., has been chosen president. William Metzler is vice-president, George Rex treasurer, John Staub corresponding secretary and H. S. Burgner financial secretary.

Suit Finally Decided Against Flint.

The long pending bill in equity of Charles R. Flint, of New-York, seeking to hold Theodore A. Dodge and others personally liable as directors—at one time—of the Boston Woven Hose & Rubber Co. for an unsatisfied judgment for \$22,503 which he recovered against the corporation in June, 1901, has been finally dismissed by the Supreme Court. The lower court had previously decided against Flint, and it was his appeal from this judgment that the supreme bench denied.

The Demand in Newark.

The demand in Newark, N. J., is reported far ahead of last year. One dealer there exhibited orders for 165 bicycles which had been booked since March 1, and another reported sales of seventy-one during the same period.

| Exported to. | February. | | Eight months ending February. | | |
|--|-----------|---------|-------------------------------|-----------|-----------|
| | 1902. | 1903. | 1901. | 1902. | 1903. |
| | Values. | Values. | Values. | Values. | Values. |
| United Kingdom..... | 30,759 | 18,735 | 165,644 | 248,123 | 162,700 |
| Belgium | 6,477 | 7,465 | — | 24,363 | 21,466 |
| France .. | 38,342 | 7,040 | 56,732 | 146,261 | 86,669 |
| Germany | 80,300 | 11,696 | 85,128 | 201,099 | 52,009 |
| Italy | 7,812 | 4,064 | — | 36,531 | 27,216 |
| Netherlands | 20,378 | 3,640 | — | 77,624 | 34,067 |
| Other Europe..... | 49,389 | 35,810 | 242,325 | 158,198 | 105,478 |
| British North America..... | 19,837 | 21,362 | 116,034 | 74,957 | 81,718 |
| Central American States and British Honduras..... | 163 | 75 | 3,500 | 3,569 | 1,963 |
| Mexico | 1,381 | 6,845 | 13,154 | 13,670 | 23,127 |
| Cuba | 1,845 | 76 | 10,286 | 11,886 | 5,617 |
| Other West Indies and Bermuda. | 2,819 | 2,509 | 32,886 | 29,686 | 24,432 |
| Argentina | — | 2,243 | 23,263 | 7,680 | 9,223 |
| Brazil | 817 | 515 | 7,613 | 3,570 | 4,664 |
| Colombia | 30 | 54 | 320 | 682 | 606 |
| Venezuela | 36 | — | — | 367 | 173 |
| Other South America..... | 1,521 | 1,248 | 20,276 | 15,636 | 12,214 |
| Chinese Empire..... | 1,097 | 609 | 9,330 | 46,610 | 10,304 |
| British East Indies..... | 2,953 | 2,160 | 35,301 | 31,505 | 29,239 |
| Hong Kong..... | 1,310 | 150 | 7,227 | 3,026 | 2,503 |
| Japan | 16,163 | 27,174 | 139,590 | 111,099 | 286,603 |
| British Australasia..... | 15,538 | 22,698 | 134,987 | 136,675 | 158,319 |
| Philippine Islands..... | 1,965 | 25 | 56,179 | 13,062 | 9,261 |
| Other Asia and Oceania..... | 2,530 | 1,381 | 18,893 | 17,372 | 19,037 |
| British Africa..... | 4,208 | 3,476 | — | 73,356 | 77,897 |
| All other Africa..... | 360 | — | 75,054 | 2,418 | 6,783 |
| Other countries..... | — | — | 140 | 117 | — |
| Totals | 308,030 | 181,050 | 1,253,862 | 1,489,142 | 1,253,348 |

¹Included in "Other Europe" prior to January, 1901. ²Included in "Other South America" prior to January, 1901. ³Included in "All other" prior to July, 1901.

BEATS THE BIG CARS

Hedstrom on his Motor Bicycle Proves the Whirlwind of the Florida Carnival.

In the races and speed trials on the Ormond-Daytona beach in Florida last week Oscar Hedstrom and the Indian motor bicycle fairly covered themselves with glory. Not only did they set up new records for one kilometre and for one mile, but in the free for all race, in which three powerful motor cars competed, they finished first and also beat the best time of the nearest competitor by 28 seconds; the time, 5:37, was of the whirlwind variety—a fraction over 1:07 for each mile.

On Thursday, the first day of the meet, Hedstrom began his great work by lowering

A great crowd attended the events and watched the Indian demonstrate its superiority, and there were about ten times as many bicyclists in the crowd as there were automobilists and users of all other vehicles put together.

The Indian motor bicycle, which made such a remarkable performance on the Florida sands, is a product of Hedstrom's own mechanical genius. It is his greatest triumph after years of expert work in designing and building bicycles, both motorless and power driven.

Hedstrom, though never a first magnitude star in racing, was well known on the tracks for years. A number of the cracks have ridden special wheels designed for them by Hedstrom, although they bore some well known nameplate on the head of them. He did considerable of that sort of work while in charge of the experimental depart-



OSCAR HEDSTROM ON HIS INDIAN.

the world's record of 1:10.25 to 1:09. On Friday he entered the free for all and averaged nearly a mile in 1:07 for five miles, as told. In this race Hedstrom had a handicap of 1.05. His competitors were H. T. Thomas, with an Oldsmobile, handicap 50 seconds; Raymond Boothroyd, Oldsmobile, handicap 4.15; Alex. Winton, with the "Bullet," scratch. Hedstrom's actual time was 5.37, Thomas's 6.05, Boothroyd's 10.45, Winton's 7.23. On Saturday he set out again for the record when the beach was damp and slow, and then he pushed the record down to 1:03.15, a cut of 7.15 seconds from what the record was when he and the Indian tackled it. He also lowered the kilometre record to 39 seconds. A strong cross wind was blowing each day, which interfered with speed making as much as the slow beach.

Hedstrom's wonderful performances were not the only triumphs for the Indian, though, for W. W. Austin, the local agent at Daytona, won on Friday the one-mile motor bicycle championship of Florida, beating D. P. Merrill, of Smyrna. Austin's time was 1:36.

ment of the Worcester Cycle Mfg. Co., in 1896-97. Later, when the early motorcycles used for pacing were ungainly and freakish looking affairs, Hedstrom designed a motor tandem for pacing that was a model of symmetry and style, as well as being strong and fast. He subsequently built several racing motor tandems which captured all records from a quarter of a mile to twenty-five miles. He began the designing of the Indian motor bicycle early in 1901, and since then he has been in the employ of the Hendee Mfg. Co., at Springfield, Mass., and in charge of their Indian motorcycle department.

Oscar Hedstrom was born in Sweden March 12, 1871, and came here with his parents when nine years of age. He learned tool making in a watch case factory, and although one of the quietest is one of the cleverest men that every handled a tool.

Taylor on a Canadian Bicycle.

In his Australian campaign, "Major" Taylor is riding a Canadian bicycle, a Massey-Harris. The concern has a depot in that country and is making the most of the darkey's victories.

NOT BARRED FROM PARKS

Bill That Made it Possible is Corrected—Printer Said to be to Blame.

There is no longer danger that the New York Park Commissioners will have restored to them authority to prohibit the use of bicycles in the public parks. The "strike" at the "Liberty bill" by State Senator Bailey, which would have made this possible, has been so amended as to remove the objectionable feature.

Senator Bailey, who, as stated in last week's *Bicycling World*, denied authorship of any bill of the sort, afterward "owned up." He explained that he called his proposed law an "automobile law," and, although its number was given him at the time of inquiry, he did not recognize it as affecting bicycles, hence his denial.

The Senator was asked for the names of the men and the reasons responsible for the bill, and, although informed that it left him in no pleasant position, he has not seen fit to make further reply.

It transpires that he merely introduced the bill at the request of the Hon. Townsend Scudder, the leading spirit in the so-called Long Island Protective Association, and Mr. Scudder assures *The Bicycling World* in most earnest language that there was never the remotest intention of "striking" at bicycles. He states that he was amazed and mystified at the appearance of the bill as it was originally printed, and at once hurried to Albany to effect its correction. Who it was that struck out the word "parks" he does not know, but as two other mistakes were also made he attributes it to carelessness on the part of the State Printer.

"I am an ardent bicyclist myself," Mr. Scudder stated, "and would consider nefarious any attempt to abridge their rights. I would no more think of joining in such effort than I would think of committing suicide. The bill was intended to apply to motor vehicles and to nothing else, and I deeply regret the most unfortunate mistake that occurred."

For Carrying Bicycles on Boats.

On Wednesday the Dooling bill, which compels steamboat lines, exclusive of ferries, plying in New York State waters to carry bicycles free as baggage, passed the Senate of the New York Legislature and went to Governor Odell to be signed. This is the second year it has been tried to make the Dooling bill a law, and now its fate hangs on the action of the Executive. Last year the measure was defeated in the Legislature by the steamboat interests, and the members of the Associated Cycling Clubs and of the L. A. W., who indorsed the bill and urged its passage, are wondering how much the steamboat interests of Governor Odell will have to do with the signing or vetoing of the bill.



Jerry Woodward
"On a National."

Wherever there is a bicycle rider you will find a NATIONAL. In every community there are some discriminating riders who select the best.

JERRY WOODWARD SAID:
"A National Rider Never Changes His Mount."

Five years ago he was Amateur Champion of Michigan, Iowa and Nebraska, having won all of his races on a NATIONAL. He is just as enthusiastic to-day over the good qualities of our later models and is riding a NATIONAL still.

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National Cycle Mfg. Co.,

BAY CITY, MICHIGAN.

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THE BICYCLING WORLD

FOUNDED 1877
and MOTORCYCLE REVIEW

In which is Incorporated
"The Wheel" and the "American Cyclist."

Published Every Saturday

By

THE GOODMAN COMPANY,

123-125 Tribune Building.

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Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, APRIL 4, 1903.

"Enclosed is our check to pay for our renewal to the *Bicycling World*; we could not afford to do without it." Lemont & Whittemore, Worcester, Mass.

The Newness in Bicycles.

One of the regrettable effects of the absence of cycle shows is the seeming substantiation it lends to the oft-repeated and unthinking assertion "There's nothing new in bicycles." Private exhibitions or comparisons and private tests are of small effect; the same things done in public and illuminated by the light of publicity serve prodigious and far-reaching purposes and attract and interest all manner of men.

The lack of a cycle show has prevented these public displays and comparisons, and perforce the too general idea that inventive ingenuity has been stilled so far as it relates to bicycles is at least explicable. The "newness" in bicycles which are detailed in another part of this paper will undoubtedly serve to disabuse some minds of the idea.

Some of the features dealt with constitute novelty of such magnitude that but a few

years since they would have been termed sensational, while the minor refinements indicate clearly that better or more highly refined bicycles than the reputable brands of 1903 were never purchasable. Some of the manufacturers, not less than their agents, have failed to make the most of their own improvements, and their inappreciation by riders or prospective riders is therefore not strange.

But as *The Bicycling World* this week presents them, collectively and not piecemeal, it scarcely seems possible that the fact can fail of deep impression that cycle improvement has not stagnated but is keenly alive. Those who fancy that "all bicycles are alike" or that "there is nothing new in bicycles" are simply deceiving themselves. We have reason to believe that a simple and effective manner of making feasible a public display of bicycles will be presented to the trade before another spring rolls around, and a more thorough awakening of the public rendered possible.

To Win Back the Women.

"Get the women to ride more and the men will follow," is a remark common to many discussions; that there is truth in it scarcely admits of dispute.

The lack of effort to induce the women to ride is, however, one of the lamentable phases of the trade. The manufacturer sings small of his drop frame models and the dealer follows the same note. And yet never were there bicycles better conditioned to attract womankind were their attractiveness but made the most of. When women in greatest numbers rode, bicycles were rigid, jarring, ungrateful things. The comforting spring forks and cushion and spring frames and the restful and zestful coaster brake were then deemed scarce worth recognition.

To-day the situation has altered, and of the devices cited each and all are of a nature that should and can be made appeal almost irresistibly to the gentler sex. If the latter can be but induced to give bicycles so equipped a trial it is hardly possible that good results can fail to follow. It would therefore seem "good business" on the part of dealers everywhere to have such "demonstration models" in stock and to invite their townswomen to try them without cost; politely worded letters of invitation should bring quick returns, provided the dealer is patient and courteous in his treatment of callers and does not permit one lesson or one trial to end his effort; the coaster brake

must be mastered to be appreciated, and it is not always mastered at the first attempt.

The variable gear, also, should play no small part in bringing back women to the bicycle. It is a distressing fact that they give undue importance to high gears; though half of them have but a vague idea of its meaning or uses, that a gear is "high" weighs with them. Only a few days since we overheard a street car conversation between two young women that illustrates the point aptly. One was remarking to the other that she intended buying a new wheel, "one with a big gear," she added in a tone of pride. Not one other feature appeared to be in her mind.

As frequently it hardly pays to attempt to combat false notions of the sort, a gear that combines both the high and the low can be made to serve many purposes and save many words.

But with or without such a gear, the spring fork, cushion frame, coaster brake model is a proselytizing medium of which the average dealer does not even begin to make intelligent advantage. It may be employed with good effect on men, with better effect on women, and if the men follow the women, then the woman is the one who should be most assiduously "cultivated."

Club Life and Club Officials.

Cycling club life is not what it used to be. Many of the "boom clubs" exploded with the "boom," and never have been missed. Some of the more stable that remain lead a precarious and monotonous existence, while in others the social features are permitted to outweigh the cycling ones. It is not meant to say that there are no active and thoroughly cycling organizations, but it is meant to say that there are not as many of them as there should be.

The newer generation of cyclists have had but a dry taste of the interest, enthusiasm and excitement of the club life of a decade ago, and primarily the fault is with the club officials themselves. If they were as intent on making the riding season interesting and providing the spice of variety as they are intent on providing entertainment during the winter months, cycling club life easily would be possessed of some of its old charm.

Nowadays the Sunday club run is the limit of official effort. Occasionally a race or century run is undertaken, but these are not often, and usually are confined to a few organizations. In former years the club that did not annually hold a series of events was

reckoned no club at all. Tours, club races, hill climbing and coasting contests, team races, "hands-off" races, ride-and-run races, slow races, "time" races, sealed handicaps, century runs, moonlight runs, mileage contests, even tire repairing contests were the rule, not the exception. Scarcely a holiday passed but that each club or clubs jointly did not conduct an event of the sort. Club officials kept their eyes open and their wits sharpened in the aim to promote a novel event or an interesting one.

With the right men in control there is no reason why the club life of to-day should be less attractive or less interesting; the wonder is that it should be so. A club is pretty much what its officers make it. Is it possible that the men who now officer bicycle clubs lack the thought, interest and ingenuity of the men who occupied similar positions less than a decade ago?

High Gears and the Heart.

In a letter printed in another part of this issue the Australian correspondent of the *Bicycling World* calls attention to two things in connection with the use of high gears, one of which appears to be new. This is the point made that while one may use a very high gear with seeming impunity, and with satisfaction for several years, yet that the heart is being affected right along by the injury done will become manifest later in life.

This is sound talk. It is obviously true that any man can drive a high gear and become accustomed to it because the muscles of the limbs are elastic in power and permit of wide development without injury. It is equally obvious that the increase in the muscular exertion is compelling increased heart action, and this is a very different thing. There is not as much latitude for the development of the heart muscles as for those of the legs, and hypertrophy follows when it is overexercised. What is commonly known as the "athletic heart," because every athlete has it, is a condition of hypertrophy. In its mild form this overdevelopment of the heart's muscles amounts to little. It does not make itself known during the days of athletic activity, but later, when a more quiet life is being led.

This is something worth while keeping in mind. There are many ways in which we are piling up physical troubles for the future, while unconscious of doing so, and using extra high gears would seem to be one of them.

The other point made by the correspondent is that beginners who learn to ride with high gears never learn to pedal properly. They have the labored thrust of a tired plugger instead of the graceful action of a sprinting crack-a-jack. How true this is every rider must recognize.

Making Customers.

Trite as is the assertion that even a poor salesman can make a customer of the man who is ready to buy, it is not always borne out by the facts. The good salesman frequently persuades a buyer against his desire or wish; a poor one sometimes loses sales that are as good as made.

It has long been an open question whether it is the best policy to try to "load up" a customer at the outset with everything he is likely to need in the near future. Some dealers and salesmen will argue that it is better, once the sale of the machine has been effected, to ease up a bit and give the customer time to recover from the shock incident upon having to lay out the money for the bicycle. Especially is the plan of bringing out and recommending lamp, bell and other accessories before the sale has actually been made deprecated. There is a twofold danger in doing this: The customer may, especially if he is a new rider, be frightened off by the thought of the many things he is likely to need if he invests in a bicycle; or he may come to the conclusion that lamp and bell should be "thrown in" and make that a condition of the purchase.

There is some force in this method of reasoning, but there is more to say on the other side. There is not much use in "making two bites of a cherry," and the customer who is ready to pay the price for a bicycle is not likely to balk at a few dollars more for accessories; nor is there likely, in the present condition of the business, with everything down to bed rock, to be any prolonged controversy over extras. The dealer has a policy with regard to such things, one not likely to be departed from.

For these reasons most salesmen prefer to strike while the iron is hot and make every effort to effect sundry sales at the beginning. The customer might as well, while he is about it, complete his purchases and start out right. If the matter is presented to him right he will usually do this. Personal solicitation counts for much, and the salesman who appreciates this and takes advantage of the fact is the one who will meet with the greatest success.

On the other hand, many customers, even when they have more than half a notion to buy an article, need to be solicited to do so. To merely show them an article is frequently sufficient; just as to omit to do so will frequently cause them to defer the purchase for a time. To suggest without importuning—that is the art of true salesmanship, and wins nine times out of ten.

Facts That are of no Effect.

Wonder what the Sturmeyites and other hidebound anti-American ranters in the "tight little island" had to say when they saw H. Nakamura, the Jap. He arrived in England with about sixty pounds of extra weight on an American made machine, and he had crossed China, India and Europe on it. If only the Jap had been just starting out on his trip around the world they undoubtedly would have said: "But you can't make the trip on that flimsy machine, y'know!" The trouble was he had already made a goodly portion of his ride, and the wheel was in good running order. Probably the comment was:

"Bloime me, but facts are troublesome things, and we don't need to bother with them when speaking of American wheels, y'know. No, b'jove! Facts be blowed!"

Strenuous efforts are constantly being made to improve ignition devices, and steady progress is being made in the desired direction. With it all, however, there is much left to be desired. Consequently, endeavors to dispense with the ignition system altogether have not been wanting, although as yet none of them have got beyond the experimental stage.

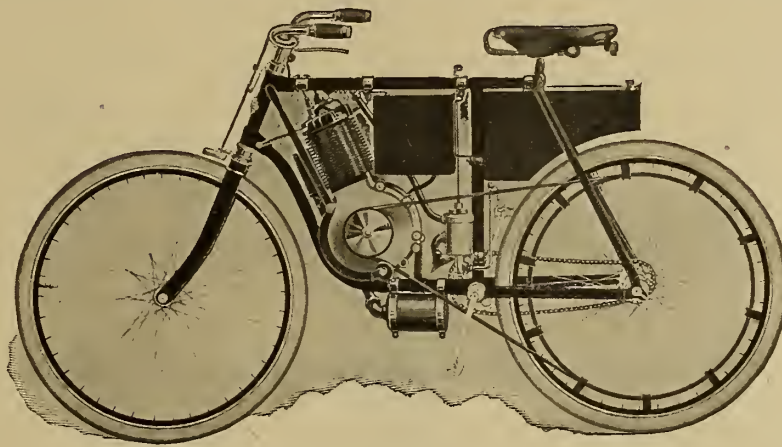
To those makers and dealers who are still given to the use of printers' ink it is suggested that the occasional use of a smartly dressed wheelman or an attractive appearing wheelwoman may prove in the nature of a refreshing, helpful and pleasing impression. It is so rare that anything of the sort is seen nowadays that it may prove even a striking novelty.

"I think that any one who owns or intends to own a motorcycle should become a subscriber to the *Bicycling World*; he can learn more about his machine and get more valuable information from it than from any other publication."—Will L. Lemon, Olathe, Kan.

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WITH THE SPEED OF THE WIND.

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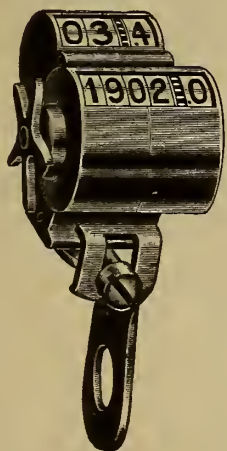
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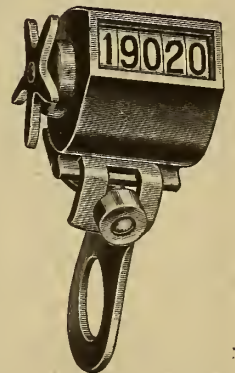
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THE FIRST BARREL CYCLOMETER,
it was Always the Foremost and is Now the Only
RELIABLE ONE LEFT.



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THE Two Bicycles that Please those who Ride
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KIRK MANUFACTURING CO.
SNELL CYCLE MANUFACTURING CO.
TOLEDO, OHIO.



A Larger Demand FOR Guaranteed Tires.

Every indication goes to show that more guaranteed tires will be called for this season than last. It is up to the dealer to be ready for this increased demand and now is the time to get in your specifications and be ready for the riding season.



We are making a bigger line of guaranteed tires this year than ever before. This advertisement shows two of them. Ask for particulars of any or all of the following:

PATHFINDER B, PATHFINDER C, MONARCH, SURETY,
CUSHION PNEUMATIC, PUNCTURE PROOF, CACTUS PUNCTURE PROOF,
NEW COLONIAL DOUBLE TUBE, UNIVERSAL DOUBLE TUBE.



Can make prompt deliveries. The goods
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PATRIARCH OF ENTHUSIASTS

Thomas W. Davis and his Wonderful Record at 75 Years—Has Cycled 95,131 Miles—Began When he was 61.

To be young enough at 75 to ride a bicycle is in itself no small accomplishment. To be young enough at that age to not only potter around on one but to ride it more than 8,000 mile in one year, and thereby win a gold medal in competition with youngsters of whom his years entitle him to be a great grandfather is a remarkable and probably unparalleled achievement. Added to this, it is a notable distinction to have, after fourteen years of riding, a devotion to cycling sufficient not only to inspire this activity, but to perpetuate the memory of himself as a rider by having the figure of a bicycle and his mileage record carved on his tombstone.

All this has been done by Thomas W. Davis, of Peoria, Ill., and yet it is a very inadequate summary of his prestige as a bicyclist. As a cycling enthusiast Mr. Davis is beyond question the most "genuine article" in the country. He says of himself: "I fell in love with the bicycle when I was 61 years old." It has since been made manifest that it was a case of "real love," and he never has fallen out. He has not even wavered in his devotion. The shining moral of his history as a persistent and, almost it might be said, a hard rider, is that he is healthy and vigorous at the age of seven and a half decades; is buoyant of spirit and eager for a century spin with men fifty years his juniors.

Although his reputation as a cyclist was gained in this country and his idea in erecting a monument with a bicycle carved on it over the grave where his wife lies, and beneath which he has arranged to be laid, has attracted considerable attention to him here, Mr. Davis is an Englishman by birth. He was born at Chester, England, on March 2, 1828, but as he was taken to live at Hull by his parents when he was three years old, and resided there for twenty-nine years following, he claims Hull as his native place. There he had charge of the drilling operations in Earle's shipyard. He remembers seeing in Hull in 1836 a specimen of the Draisine, or "dandy-horse," the prototype of the bicycle, which was straddled and propelled by striking the feet on the ground and pushing with them. He arrived in America in 1862 and spent a couple of years in Massachusetts. Then he went to Peoria, Ill., and he has now resided there for thirty-eight years. He has made five return visits to England during this time, and in 1900 and 1901 he took his bicycle with him, and while there rode nearly 3,000 miles on it.

Since he began to ride Mr. Davis has used two ordinary bicycles and eight safeties, and up to March 5th he had covered a total of 95,131 miles. This record is authentic, and

probably no man living ever has kept such a perfect record of his riding as has Mr. Davis. His total mileage is equal to more than three times the circumference of the earth. From the time he went out for his first ride on a rubber-tired ordinary with ball bearings, which was for a spin of twenty-three miles into the country, he made a note of it. That was in June, 1889, and every ride he has taken since then has had its mileage chronicled.

Before this first recorded trip, however, Mr. Davis had done considerable riding on more primitive machines. About nineteen years ago he bought a pair of carriage wheels and other necessary parts and, being a machinist by calling, he made for himself a tricycle and rode it. At about the same time he bought a velocipede, converted it to a lever motion, and rode that also. He next



THOMAS W. DAVIS.

bought one of the old style "bone shakers" with wooden wheels and iron tires. This he says he rode with great satisfaction. His next step was to a 48-inch ordinary with rubber tires, and from this he went to a 50-inch ball bearing ordinary.

It is noteworthy that Mr. Davis was already past his prime when he went through these primitive stages of cycling. He was 61 years old when he took his first "long ride" of twenty-three miles on an ordinary. Ever since the Century Road Club of America began to keep mileage records Mr. Davis has had a highly creditable showing in its lists. During 1889, '90, '91, '92 and '93 he kept his own record faithfully. Since then his showing in the records of the C. R. C. A. is as follows:

| | |
|-----------|--------------|
| 1894..... | 6,509 miles |
| 1895..... | 10,615 miles |
| 1896..... | 12,465 miles |
| 1897..... | 10,518 miles |
| 1898..... | 12,016 miles |
| 1899..... | 11,024 miles |
| 1900..... | 7,501 miles |
| 1901..... | 6,821 miles |
| 1902..... | 8,030 miles |

Total..... 85,469 miles

In 1894 his mileage included eight centuries, and he won a gold medal offered by the C. R. C. A. It will be seen from the record that when he was 68 years of age

Mr. Davis averaged more than 1,000 miles a month, and he did the same in his seventieth year, 1898.

The first century ridden by Mr. Davis was in 1891, when he joined in one of the first big runs of the C. R. C. A., held in Chicago. It was more like a race than a century ride. There were 160 starters, and Mr. Davis was one of the last. He was No. 39 at the finish at night. In 1901 Mr. Davis went again to Chicago to join in the century ride over the Libertyville-Waukegan course, to see if, after ten years, he could still hold his own with youngsters. He found that he could. He was then 73 years old, and while some younger ones of the eighty starters dropped out, the veteran was well up among those who finished.

Mr. Davis has a bound volume in which he keeps his mileage certificates. He has also a number of medals and a string of "century bars."

One wheel he had he rode 34,441 miles, and in the course of that riding used up sixteen tires, eleven on the rear wheel and five on the front wheel. He has used the same saddle for more than 70,000 miles of riding. He uses rubber pedals without toe clips, and rode with one pair 25,202 miles.

In the Century Road Club Mr. Davis has ticket No. 7. He has ticket 1313 in the old series of the L. A. W., and also a life membership ticket numbered 159. The picture of the veteran shown with this is from the same photo that was reproduced not long ago in a newspaper at Frederick, Md., on the front page, alongside of a picture of Admiral Dewey. This Mr. Davis considered a great honor. Commenting upon it, another newspaper said: "This is about as high up the pillar of fame as a man can get nowadays, and Davis has made the dizzy ascent on a wheel."

Mobbed Men who Fouled Taylor.

It has been the boast of the residents of the Antipodes that no color line is drawn there, and that "Major" Taylor would have as much fair play as any white rider. It seems, however, that blood is thicker than water and racial prejudice is not confined to any continent, for advices from Australia tell of more than one occasion when the Cornstalk riders have manifestly combined to keep Taylor from getting through the ranks to the front. It is the same old pocketing trick that was practised on the "Major" in the States. The dusky lad has not complained, but, to their credit, the English cycling papers have.

In the "Sydney Thousand," which was won by Hopper, the Minneapolis lad, Taylor won his heat in fine style, and in the semi-final he looked like winning when he was deliberately run wide. The offence was so flagrant that the immense crowd present broke down the fence and mobbed the riders who were plainly in the deal to prevent the negro from getting in front. The police interfered and the race was postponed for the day. Taylor was carried in triumph to his dressing room with a cheering crowd following.

THE MOST FITTING OF THE SUNDRIES THAT HAVE SURVIVED.

In the line of sundries and accessories there is no longer that bewildering variety of offerings that left the rider puzzled as to what to get. That is one of the features of the good old times, the disappearance of which has been a distinct gain. Not but what there is still plenty of variety, but the law of the survival of the fittest has been operative, and its workings are becoming manifest.

The sundry makers have been by no means standing still. Refinement of their products has been steadily going on, and marked improvements are to be noted in many directions.

In cyclometers, the widely known and justly famed Veeders show an improvement in having the reading surface and the glass front over it made flat instead of convex, as heretofore. This makes the figures more easily read from the saddle, which is important.

As the quality of workmanship on clothing generally can be told by examining the working of the button holes, so often one can tell of what sort a bicycle is by noting the quality of the parts used in it. There has been advancement in the making of spokes, and the standard makers of the best sort do not hesitate to brand them, so that all may know what make they are. The Standard Spoke and Nipple Company's product, for instance, recognized as superior,

is turned out with the well known stamp of an E inside a diamond on every spoke, and when they are seen in a wheel one may be certain of that part of the bicycle being excellent at any rate.

The demand for more ease and even luxury in cycling has grown apace, and the partiality for the hammock or suspension type of saddle is being strongly manifested along with the liking for spring seat posts and cushion frames. In saddles of the easy suspension type the Persons is a representative and increasingly popular article that bears evidence of constant effort toward improvement in the superior quality of leather and springs as well as in niceties of construction. With a Persons saddle mounted on a Berkey ball bearing, or a Smith, two roller seat post, the most sensitive of riders could ask for nothing more comfortable.

There was a time when the idea of adjustable handlebars was mocked as a passing fad, but the work of improving them has gone on and on, and to-day adjustable bars are the rule and fixed ones an exception. One of the first types was the Kelly car, and to-day it is seen everywhere, reliable and with a remarkable range of adjustability. The Ideal bar and forward extension post, famous for their superb nickeling, are other articles in this line that show superior workmanship in the details.

Every rider knows the profanity-provoking qualities of the cheap, poor wrenches that were put out in the boom days. The standard article of Billings & Spencer in wrenches has always been one that it was a treat to borrow on the road, and many of them were stolen, because a sure biting, easy working wrench that offered a good grip for the hand and would not burr on the jaws was a luxury that would tempt an honest man to steal. The B. & S. wrenches for 1903 have all the old time excellence, and are even finer of finish. A new article of Billings & Spencer, useful to all, is a combination tool having a knife blade and three different sizes of screw drivers, all with B. & S. tempering.

Lamps and bells are not so abundant in brands as they were, and it is interesting to note how the standard articles of to-day are those which were earliest in the field. The good old Solar gas lamp, the first known to riders, has continued its steady march at the head of the procession, accompanied by a few others, notably the Twentieth Century. These are both standard light givers now, and the latest models show several nice little improvements that make for better service. The Solar has a brother now in an oil lamp so well designed as to be worthy to bear the family name of Solar.

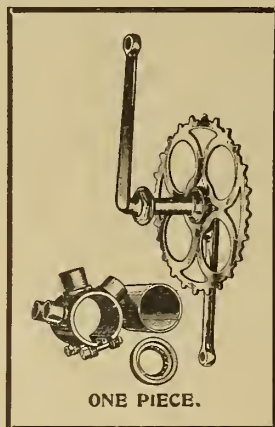
Bevin bells, toe clips and trouser guards, Mossberg wrenches and cuckoo and tire bells, Liberty chimes and Star and Bridgeport pedals are other accessories that remain because of their fitness, and cannot well escape the attention of purchasers.

Need Any Hangers ?

SIMPLE.

SAFE.

RELIABLE.



— ALSO —

ECONOMICAL.

GOOD-LOOKING.

PROVEN BY USE O. K.

TWO-PIECE HANGERS,
Bicycles and Component Parts,

MADE AND GUARANTEED BY

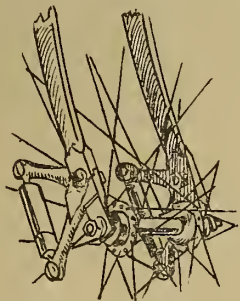
JOHN R. KEIM, Buffalo, N. Y.

THE BICYCLES OF 1903

Some of them so bristling with new features and minor refinements as to silence the "there's nothing new in bicycles" plaint—Other little known features of much merit that have become well known.

To say that bicycles are as good as they ever were is to understate the case for, as a matter of fact, they are better than they ever were in the twenty-five years of cycle manufacture.

The absence of cycle shows during the past two years has left no convenient opportunity for effective examination and comparison and general heralding of improvements, but on the part of the reputable and better known manufacturers there has been no evidence of stagnation of ideas or ingenuity nor lack of effort to bring their productions a degree or degrees nearer that goal which is termed perfection. If not markedly better, their bicycles of 1903 are at least just a little bit better than the models of previous years. If the improvements, generally speaking, have been but refinements of details, it is



SPRING FRONT FORKS.

to be remembered that it is such refinements that go to make the refined or perfect whole.

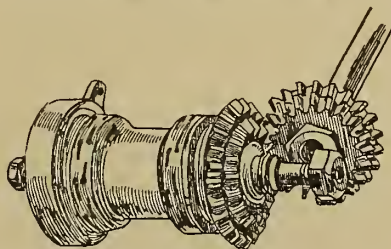
The assertion will stand unchallenged that the man or woman who to-day pays \$40 or \$50 or more for a bicycle obtains better value than ever was obtainable before—better, indeed, than was obtainable but a few years since for twice those sums of money.

The man who is content to believe that there has been no improvement or that "bicycles nowadays are all alike" simply flatters his fancy and robs himself of much ease of body and contentment of mind.

Since that wild, irrational frenzy, which is termed the "boom"—a period during which anything on two wheels fitted with pneumatic tires was salable, the fittest of the makers who have survived have found occasion to do many of those things which they had left undone and those riders who were not mere whimsical victims of the "craze," but who were affected by the atmosphere that then prevailed, have discovered great virtue in many devices that

were in the hurly burly times brushed aside as unworthy.

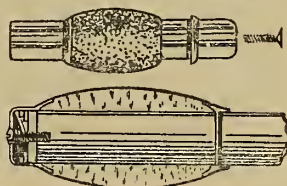
The result is that bicycles are not only better intrinsically, but they afford both more comfort and more pleasure to their riders, and the latter have come to appreciate the fact. The increased and increasing use of coaster brakes, of cushion frames, of spring frames and forks, of variable gears, adjustable handle bars, rubber pedals, hammock saddles and the like all constitute evidence of the sort. Few



TWO-SPEED GEAR.

of these devices are really new. They were offered in one form or another during the "boom" period, but neither bicycle manufacturer nor rider had time or inclination to give them heed. They produced and purchased that which the unthinking mob purchased and which was easiest and quickest produced in greatest numbers.

It is due to the wedding out of the unstable manufacturers and the return of cycling common sense that has made it possible not only for these things to obtain



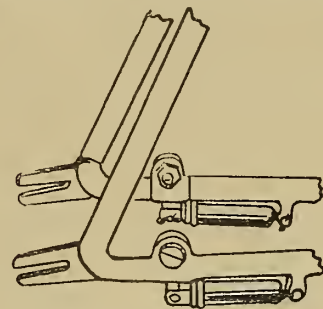
DETACHABLE GRIPS.

their due, but for certain features of certain bicycles to be brought out into strong relief; while not essentially new, they now so "stand out" that they cannot easily escape recognition.

The seeker for newness has not far to go. He has but to examine any or all of the well known bicycles made by the American Cycle Mfg. Co., the Columbia, Cleveland, Crescent, Rambler, Tribune, Imperial and Monarch. It is not too much to say that they fairly bristle with newness; the developments are of a number and variety that should put to rout and forever silence the pessimists who are prone to assert that

"there is nothing new in bicycles" and that cycling invention has stagnated. But a few years since, if so many additions to and alterations in a well known bicycle had been made at one swoop, as it were, a sensation would have resulted and tongues have wagged industriously in all parts of the country.

The two-speed gear is, of course, the striking feature of the season—the sensation of the year, as sensations now are reckoned in the cycling world. It is so ingeniously simple, consisting essentially of a hub within a hub and forming two separate combinations of gearing, and the objects which it aims to serve, a high gear or a low one at will for use varying with the character of the road or grade, are so in need of such service that it is certain to become better

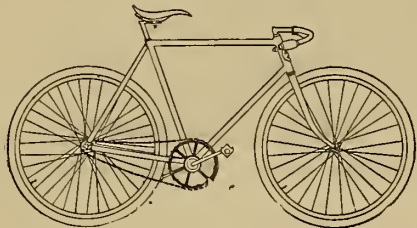


SPRING REAR FORKS.

liked and quite generally used as it becomes better known. It is now applied only to the chainless bicycles made by the company, but in the very nature of things it seems that a variable gear of the sort must ultimately and shortly be made available for use on chain driven bicycles as well.

The use of spring forks, and, in the case of the Rambler, Imperial, Crescent and Monarch, of spring frames also, is a departure that is of more than passing moment, and the device employed, a small cartridge-contained spring, is as effective and as grateful as it is simple. The ingenious little device is capable of use by various combinations and in various positions, and this adaptability is employed by applying it in different positions on each of the several brands. Small spindle hubs instead of the usual so-called "barrel" type is another observable innovation; pedals with tapered centres and neater seat post clusters are in the same category. Another departure, small in itself, but full of merit, is the employment of detachable handle bar grips; instead of

being held in place by more or less treacherous cement, they are secured by a screw, which not only holds them safe, but permits them to be readily removed for whatever purpose. Of minor refinements the entire line made by the American Cycle Mfg. Co.



Columbia Special, \$50.

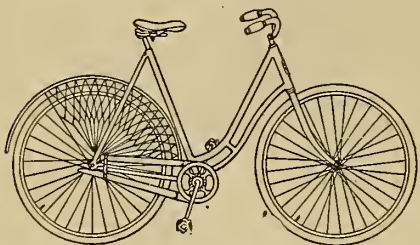
has an abundance, each brand having sufficient distinctiveness to refute the oft repeated statement that the chief difference is in the name plates; indeed, the Eastern and Western departments of the company are now being conducted almost as separate



Columbia Ladies Chainless, \$70.

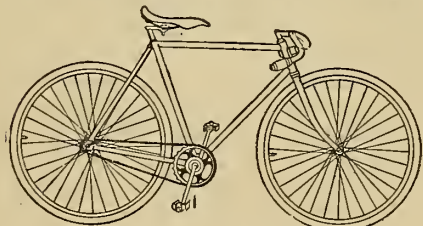
and distinct institutions. That the product of each is rich in minor refinements, as well as conspicuous newness, these summaries of the new features of each will serve to indicate:

Columbias—Chainless models: Spindle hubs



Cleveland Ladies Light Roadster, \$50.

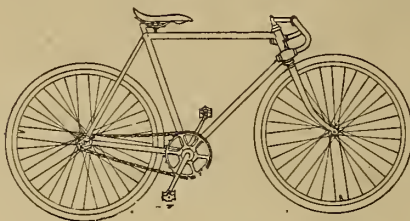
with Jacobs style ball spokes; new style head cases; capped shaft nuts; new style seat post binder bushing; new pedals with tapered centres; new detachable grips. Columbia Special (chain): Oval upper and lower rear fork tubes; new style black rims



Cleveland Light Roadster, \$40.

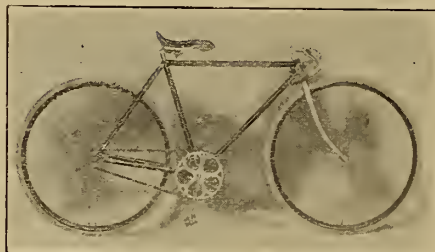
with blue band centre and hair line blue stripes; spindle centre hubs with Jacobs style ball spokes; new adjustable grips; new rattrap pedals with spindle centre; new designed cranks with grooved sides; new design six arm fluted sprocket; new head cones and cases; new capped nuts; new seat post binder bushing and cluster.

Tribunes—Chainless models: New seat post cluster; new saddle, new lock bearings



Tribune "Blue Streak," \$50.

in rear hub; new detachable grips. "Blue Streak" racer: New frame lines; small



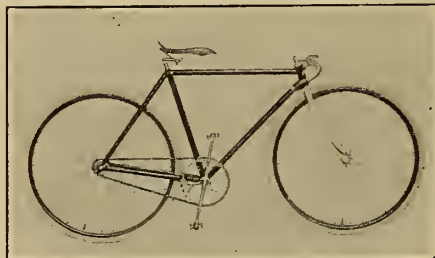
Crescent Boulevardier, \$50.

tubing; forged head lugs; crank bracket dropped three inches; oval rear fork and



Rambler Boulevardier, \$50.

stays; new chain adjuster; new pedal; locked bearings in front and rear hubs. Roadster:



Monarch Boulevardier, \$50.

New frame with $2\frac{3}{4}$ -inch drop; new inlaid handle bar grips.

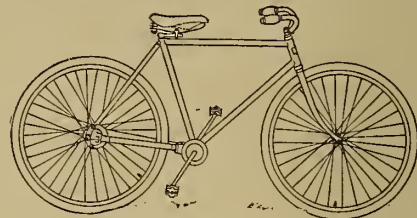


Imperial Boulevardier, \$40.

Cleavelands—Racer or Light Roadster: This is a new model throughout; 1-inch frame tubing; $\frac{3}{4}$ -inch oval lower rear tubes;

new rear cluster; new rear adjustments with new locked bearings on front and rear hubs; detachable grips.

The Western department of the American Cycle Mfg. Co. has made a bid for distinction by bringing out a new light model in each of its brands and throwing a distinguishing dash of French into its title—thus there is the Rambler Boulevardier, the Cres-

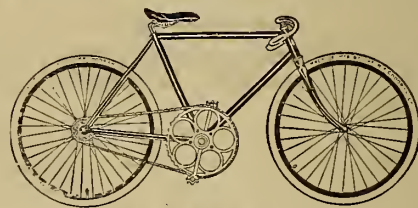


Tribune Chainless \$70.

cent Boulevardier, the Imperial Boulevardier and the Monarch Boulevardier. In each brand the Boulevardier is the highest priced chain model. The chief departures that distinguish the Eastern brands, Columbia, Cleveland and Tribune, are also apparent in the Western brands—the two speed gear, spring front forks, small hubs, detachable grips, etc., but in addition they also incorporate spring rear forks and several other exclusive features of their own, bi-plane cycloidal sprockets and tapered handle bars, for instance, but each brand has numerous characteristic of its own.

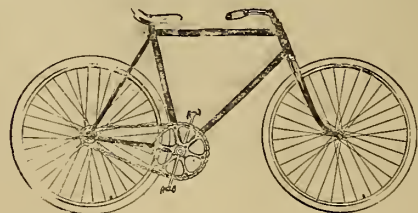
How Racycles Have been Refined.

Of bicycles that never felt either the good or the bad effects of the boom, and that therefore are not of nor have never been troubled by a past, the Racycle is the most conspicuous example. It had its birth in 1896, when cycling as a fad was ebbing and when there were 288 other factories striving for the ascendancy; but it has proven itself to be one of "the fittest," and has elbowed



Racycle Model 80, \$62.50.

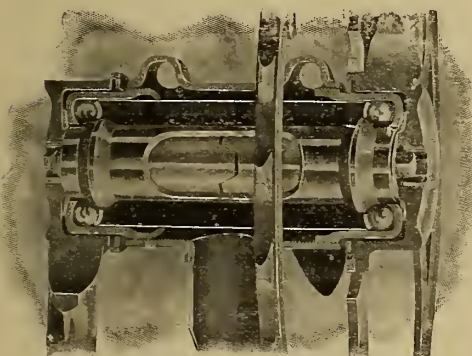
its way to the front by sheer merit, until today it is one of the most popular machines on the market. Its always aggressive makers, the Miami Cycle & Mfg. Co., Middletown, Conn., claims it to have a larger sale than any other one make of bicycle.



The Racycle's chief feature, and the one that differs from all other bicycles, is its crank hanger construction. By placing the balls in the hubs of the cranks the sprocket

and chain are brought between the crank bearings as near the centre of the machine as it is possible to get them, to thus avoid any semblance of side thrust or strain. It is also a self-oiling machine throughout, in hubs, pedals and crank hanger.

The Racycle crank hanger, while theoretically perfect in construction, has had its practical usefulness bettered materially for 1903. They have a new combination crank wrench that does away with the unhandy wire loop formerly used in dissecting the cranks. The slots in the bottom bracket are elongated in order to give a larger binding surface on the cups from the clamp bolts, which hold them in place. The crank cups have twice the thread surface previously used. This enables the cups to be screwed into the crank box just twice as far, and absolutely prevents any wobbling. It also obviates any inclination of the cups to loosen or tighten up while being ridden. The cups are knurled on the surface of their outer rims to facilitate their removal.



The Racycle Crank Hanger.

It may not be inappropos to note that it is the policy of the Miami Cycle & Mfg. Co. to impress upon both the dealer and rider that bicycles, like any other commodity, should be listed and sold according to the worth of the equipments. As they express it in their catalogue, "Every tub should stand on its own bottom." Therefore the prices for the various models are fixed with reference to the specifications set down in the catalogue under each model, and where different equipments from those stipulated are desired an addition or a reduction for the cost of each article is made on the invoice. This excellent idea has a tendency to teach both dealer and rider the folly of cheap concerns and mail order houses in offering inferior machines loaded down with options. When a machine is offered at the same price, with an option of a \$4 single tube or a \$7 clincher tire there is "something rotten in Denmark." If the dealer buys the single tube he loses \$3 and the manufacturer gains \$3. On the other hand, if he orders the Clincher the manufacturer must be out \$3, while the dealer can get no more for the machine than the fixed list price.

To meet a popular demand a new model is offered for this year in a cushion frame, coaster brake Racycle Pacemaker, Model 80-A. The regular pacemaker, Model 80, is offered with one-inch heavy gauge tubing.

The Racycle Racer lists at \$55; the regular Roadster, Model 82, at \$50, while a similar model, with less expensive equipments,

The ladies' Racycles are Model 83, at \$47.50, and a cushion framed machine, Model 86, companion of Model 85, at \$55.

The ladies' Racycle are Model 83, at \$47.50, and a cushion framed machine, Model 86, companion of Model 85, at \$55.

National Features That Stand Out.

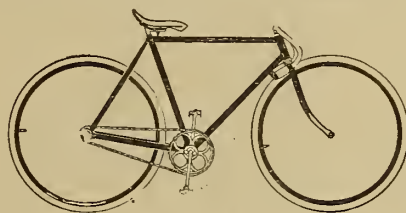
If all bicycles were as good as the National it is certain that no rider would be ashamed of his mount; it is one of the bicycles that is a credit to its country and one that never has been contaminated by anything suggestive of cheapness; as a result



National Chainless, \$75.

each year has seen its reputation and prosperity increase. The National's success has been of the sort that has been earned by deserving it.

It is a fair illustration of the featureful bicycle, which, while incorporating no strikingly new feature, has yet made such good use of the established features which it has possessed that they now stand out like the proverbial "house afire." Its makers, the National Cycle Mfg. Co., Bay City, Mich., were never carried off their feet by the dazzling lights of enormous productions and cheap prices, and have held true to



National Racer, \$60.

quality throughout—how true, is exemplified by the fact that, while many other bicycle manufacturers purchase certain parts from one parts factory or another, the National people make practically every part that enters into their bicycles. The line is a complete one, too.

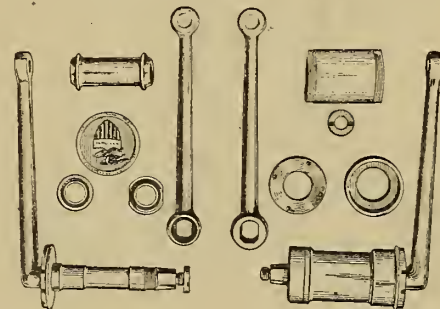
Model 53 and its companion lady's model, No. 54, are the popular \$40 roadster models. Option of three heights of frame, three colors of enamel, five handlebars, five saddles, and gear and tire are given; coaster brakes are fitted when desired at an additional charge.

Model 61 is the special racer, with 26-inch front wheel and short wheel base. The machine, on account of its distinctive finish, has been named "The Blue and Silver National." It lists at \$60, and is designed specially for track work, with or without pace.

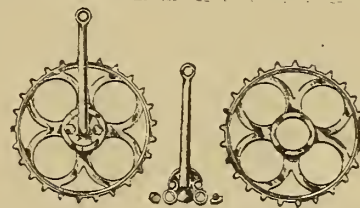
Model 61, another model finished in the same style as the 61 special, but made up a little heavier, and with 28-inch wheels front and rear, is designed for light road or path racing. It lists at \$50. The demand for it up to date assures its popularity.

Models 59 and 60 (men's and ladies'), cushion frame, coaster brake, chainless, are the latest examples of National chainless construction. No chainless bicycles have enjoyed greater popularity, and their riders are legion. The regular options are offered at the list price, \$75. Models 55 and 56 are the cushion frame chain models, which, without coaster brake, list at \$50, with the usual options.

The National crank hanger is one of the effective features of the line; it is complete in itself, independent of the frame of the machine, and the perfect alignment of the cones and cups is guaranteed by the method of its construction. It is easy to adjust, or to take apart, and put together again. To get at it, loosen the bolts on the bottom of the hanger, take off the left crank



by screwing off the left-hand threaded nut with the spanner, pull off the crank, and pull the whole bearing out of the frame from the right side. Screw off the left cup and left cone; remove the cup connecting sleeve; then the steel cone distance piece, and the slip cone, balls and cup slide off the right half of the crank. The cup connecting tube is to enable the use of slip-in bearing



and to insure the cups being perfectly parallel with each other, thus affording perfect alignment of sprockets and avoiding cross friction. The ease of attachment and detachment of the front sprocket permitting a ready change of gear, is another marked feature. The sprocket, which has teeth peculiar to itself, fits tight on the web, which is a part of the crank shaft. In the face of the web are milled circular grooves which are continued on the face of the sprocket. Two steel rings fit into these grooves and are the fastening proper. The two tap bolts serve merely to prevent the rings falling out. There is no strain of any

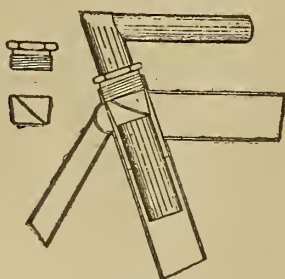
kind on these bolts, and they will not jar loose.

The chain adjustment is one that is distinctively National; it is also simplicity itself. Two scrolls, one right hand and one left-hand, working in unison over teeth in



the rear fork ends, with no extra parts to break or lose—that's all there is of it. It insures a rigid hold and perfectly parallel bearings; there cannot be an imperfect adjustment.

The seat post binder is still another original and ingenious creation that has proven its worth. It has but two parts—the nut, which fits in the top of the frame fitting, and the circular spring wedge, which clamps

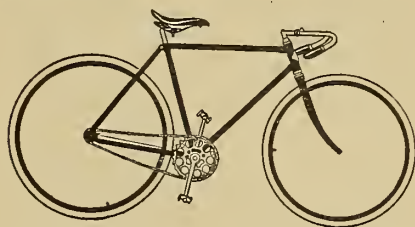


and holds the post when the nut is screwed down on top of it. To release the post, turn the nut one turn to the left, strike theommel of the saddle a side blow with the hand, and it is all loose; it simply cannot jam when set.

About the Orient.

It is doubtful if more could be said of Orient bicycles in fewer words than is said of them by their makers, the Waltham Mfg. Co., in their 1903 catalogue, viz.:

"In preparing our line of Orient bicycles for the season of 1903 we have deemed it best to make no radical changes, either in design or construction. The general opinion expressed by the majority of our leading agents is that the Orient wheels, as they



Orient Racer, \$60.

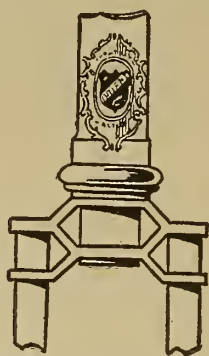
were made this last year, have given the best of satisfaction, and they do not see where they could be improved. Orient bicycles are so widely known and generally recognized for their high standing and sterling merit that it is hardly necessary for us to expatiate upon their quality. Perhaps the best proof of the satisfaction given by Orient wheels is the fact that when other makers are reducing their output and closing their factories we have been obliged to

build extensive additions to our already large plant to meet the ever increasing demand for these popular machines."

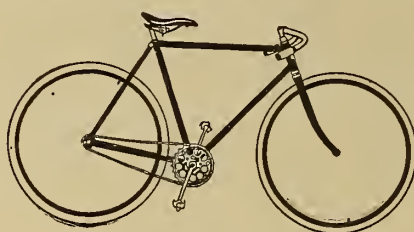


Orient Leader, \$50.

That the bicycles are of high standing and of sterling worth none can dispute, and though no changes be made and all else aside, while the original and beautifully trussed fork crown is employed, Orientals will never lack individuality or fail of quick recognition. One respect in which they differ constructionally from most other bi-



cycles is in the use of machined drop forgings instead of stampings for all of the principal joints. The Orient line is further distinguished by comprising only rigid frame chain driven models; neither the chainless nor the cushion frame is listed. The models list, respectively, at \$60, \$50 and \$40; there is also a Waltham model at \$30; the latter

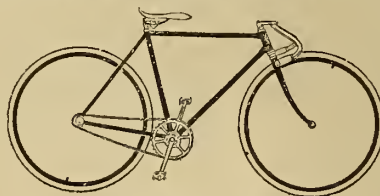


Orient Model 999, \$35.

must be purchased at catalogued; no options on equipment are permitted.

Almost "Poems in Steel."

The man who seeks elegance in bicycles need not go further than the Wolff-American

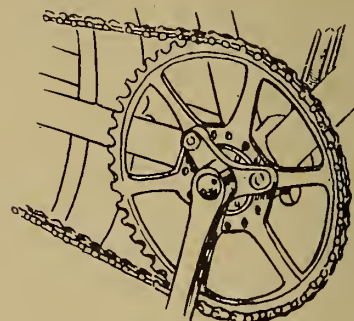


Wolff-American Racer, \$50.

or Regal, and as their elegance is pronounced, so is their excellence undoubted; if bicycles may be said to be smart and

well groomed, then these bicycles certainly are smart and well groomed, the 19½ racers, on which their marketers, the Stearns Bicycle Agency, Syracuse, N. Y., particularly dote, and which are here shown, being as dainty and refined and as exquisitely appointed as fashion plates.

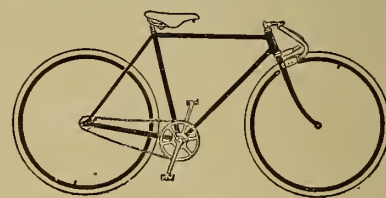
Both the Wolff-American and the Regal are furnished in a variety of models, chain and chainless, with or without spring frames or coaster brakes, as desired; the chainless



spring frame, at \$75, is the highest priced, and the twenty-three-pound roadster, at \$30, is the lowest priced model.

In the \$50 racers a distinct innovation is inaugurated by the use of one-half-inch pitch roller chains, as here shown, an innovation which is not unlikely to become general in due course.

Outside tapering head connections, self-oiling crank axles, eccentric chain adjusters,



Regal Racer, \$50.

narrow treads, detachable grips are other features that, with harmonious finishes and clean cut lines, make the Wolff-American and Regal impressive as bicycles of quality even to the unpracticed eye.

What has Made the Yale Distinguished.

Than the Yale no bicycle has been kept more prominently in the public eye of recent years. Its makers, the Kirk Mfg. Co., Toledo, Ohio, have always realized the value of keeping out of a rut; and their policy has been to not only so design the machine that it shall possess individuality, but to let the fact be known. In this endeavor they succeeded to such an extent that the Yale in nearly all parts of the country has been the mount of the fast and critical brigade. It has practically dominated the amateur racing world, M. L. Hurley winning the American championship on one for two consecutive years, and, with the other cracks, practically leaving nothing for the others.

In offering their line for 1903 the Kirk company make the broad and emphatic claim that there are more bicycles sold with

the Yale name plate than any other single name plate machine. They felicitate themselves and their agents on this fact, and point to it as a proof of the manifest merit of their goods.

Twelve models comprise the offering. Beginning with the spring frame chainless, the list includes the spring frame chain machine, a racer and pacer, a light roadster



No. 22 Yale Racer, \$50.

and roadster, and a Yale juvenile, all, except the racer and pacer, being furnished in both diamond and drop frame forms.

The spring frame machines have undergone little change, the experience of last season proving them unnecessary. The racer and pacer models have had a number of detailed improvements made, causing them to be even more suitable for racing men and fast road riders than ever. As was the case last year, these two models have been designed under the eye of Howard Freeman, the well known Yale racing man, and bear the stamp of his originality. In the light roadster models the head construction has been materially changed. Drop forged head lugs of the company's own manufacture are



No. 23 Yale Pace Follower, \$60.

now employed, resulting in the strengthening of this highly important part.

The roadster models are old friends under a new name. Heretofore they have been known as the Cornell, but this year they take their place as fullfledged members of the Yale family. Their low price, combined with their excellent construction, cannot fail to commend them to a large class of riders.

Where Quality is the Keynote.

No greater sticklers for quality are to be found than the George N. Pierce Co., Buffalo, N. Y., makers of the Pierce bicycles. Quality is the dominating note of their policy, and it is carried out logically to the end, even to the smallest detail. Cost is a secondary matter, and is never considered when improvement is in question.

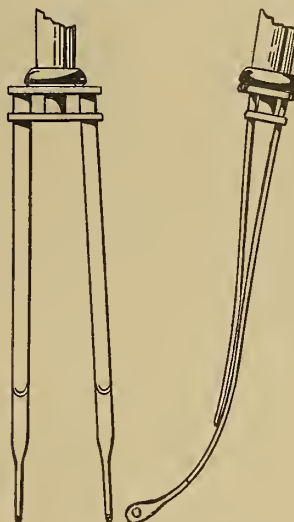
Each year the Pierce people bring out something new. In 1902 it was their spring fork. This year it is the adoption of a rocker ball bearing at the crank hanger of

PIERCE CUSHION FRAME CHAINLESS.



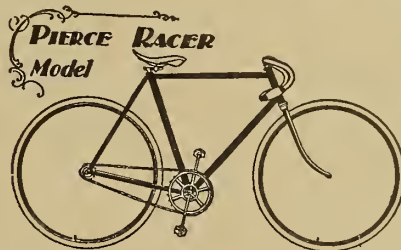
the cushion frame chain machine. This takes the place of the flat spring used at this point, and makes a decided improvement there. The side plates sustaining the lower rear tubes are independent of the bracket, and are given perfect freedom of movement by a ball bearing upon their entire circumference.

Although nine models are listed for the present season, none of them are priced at less than \$50. The cheaper machines have been dropped altogether. This is entirely in



line with the company's policy of furnishing only the best.

The models comprise cushion frame chainless machines for both sexes, and a men's rigid chainless, the latter listing at \$70 and the former at \$75; two cushion frame machines—diamond and drop frame—termed specials and regulars, priced at \$55 and \$50, respectively, and the special racer and pacer models, both listing at \$50. The last



named is the model on which Frank Kramer won the amateur and professional championship, each twice in succession.

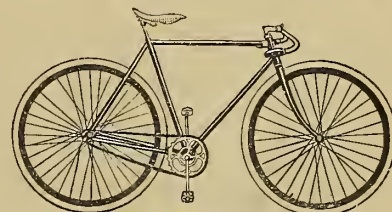
The centre drive is retained on the chainless models, as are the Leland-Faulconer

bevel gears. The Pierce spring forks proved so satisfactory last year that they have been retained unchanged, and are fitted for an extra charge of \$5.

A number of much valued "talking points" are to be found on the Pierce line. Among these are the two piece crank construction, the small hubs turned from the solid bar and flangeless, the time tested double plate fork crown, and the seat post and handle bar binders.

How Readings Have Been Rejuvenated.

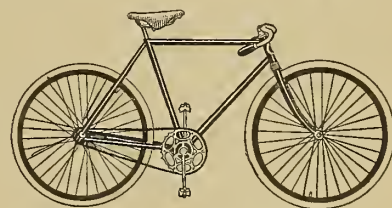
What can be accomplished by a man whose heart is with the bicycle is well illustrated in the case of the Reading (I'a.) Standard Cycle Mfg. Co. The concern was no small factor in the rush days, but when the succeeding period of quietude set in it



Reading Standard Racer, \$50.

was rarely heard of. Last year, however, W. F. Remppis, who had an interest in the company, bought out all other interests and, assuming control, threw himself enthusiastically into its affairs. The result is reflected in the return to prominence of Reading Standard bicycles and of an increased and increasing interest in and sale of them. Of the bicycles Mr. Remppis says in his catalogue just issued:

"We are making bicycles at sensible prices for sensible people, and we are forwarding a movement and establishing a policy that will make the wheel more popular than ever, and that will extend its usefulness to the utmost limit. We are not cheapening its quality to catch the unwary buyer; on the contrary we are all the time greatly im-



Reading Standard Light Roadster, \$35.

proving it. We have discarded all of the so-called improvements that were merely frivolous and fanciful and only useful as talking points for glib-tongued salesmen, and we have adopted everything that experience has demonstrated to be of real value, with the result that we have in our 1903 machine reached the highest point yet attained in simplicity, economy and efficiency. We have racers for those who race, and their records show that they hold an enviable place upon the track; but above all we take pride in recommending our road machines, as meeting in the best possible manner all of those everyday requirements

THE "BIG FOUR" I

MANUFACTURER.

WHAT A GOOD COAST

ADDRESS REMITTANCES AND COMMUNICATIONS TO GLOUSTER CYCLE COMPANY.
YANKEE FLYER. THISTLE. GLOUSTER. HABERER SPECIAL.
GLOUSTER CYCLE COMPANY.
MANUFACTURERS OF AND JOBBERS IN
BICYCLES.
No. 71 E. GENESEE ST., CORNER ELLICOTT.
BUFFALO, N. Y., Oct 30 1902. O__

Coast Without Friction. Br

Be as Adjustable as Any

Forsyth Mfg. Co.,
308 Terrace,
City.
Gentlemen:-

THE ONLY COASTER-BRAKE IN THE WORLD T

The FOI

RIDER.



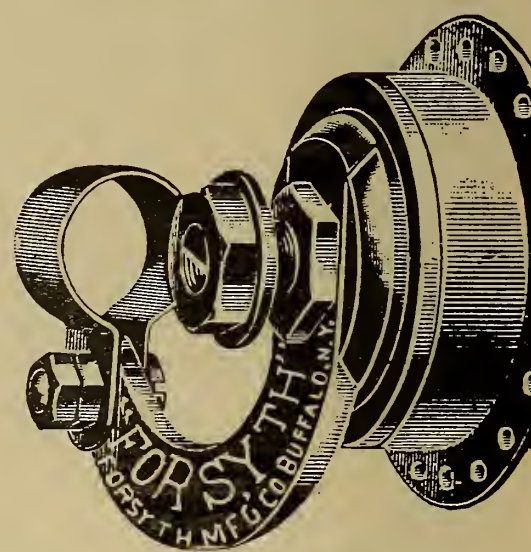
Buffalo
Ramblers
Bicycle
Club.
529, 531 and 533 Main Street

Board of Directors:
W. H. HART, President
J. H. KELLY, Vice-President
J. H. KELLY, Secretary
J. H. KELLY, Treasurer
J. H. KELLY, Auditor
J. H. KELLY, Librarian
J. H. KELLY, Steward
J. H. KELLY, Sergeant-at-Arms
J. H. KELLY, Chaplain
J. H. KELLY, Pastor

Forsyth Mfg Co.
Buffalo N. Y.
Oct 15 1902

Gentlemen:-
No doubt, you will be interested in my experience with a Forsyth coaster-brake that I rode the last season.
Last spring as I was about to have a coaster-brake put on my bicycle, I made inquiries as to the relative merits of the different makes and to my surprise, found nearly all the boys that rode a coaster-brake dissatisfied and as I had not a very good word for any make from experience, I concluded to try something new. So I had a Forsyth put on my wheel and contrary to my expectations, I have not had a single mishap with it. I have rode it on contrary roads and found I was not near so tired, as when I did not have a coaster-brake on my wheel and have consequently become an enthusiastic convert to coaster-brakes as embodied in the Forsyth. I also bought my wife one and am pleased to say she also likes it very much and has never had any trouble.

Very respectfully yours
H. J. DeLoe
Pres. Ramblers Bicycle Club.



NO CAMS, NO CLUTCH
NO ROLLS, NO RATCHET
NO LATCHES, NO DROP
NO SLIPPING, NO JERKING

And it is adjustable without

FORSYTH MFG. COMPANY

COASTER-BRAKES.

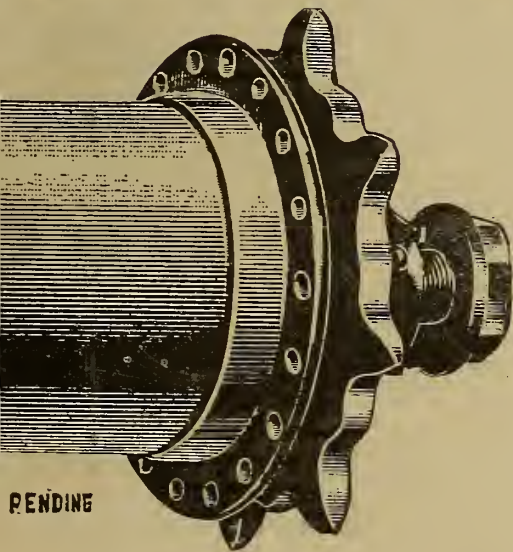
RAKE OUGHT TO DO:

Effectively. Pedal Evenly.

Other Part of the Bicycle.

ALLY SATISFIES ALL THESE REQUIREMENTS IS

SYTH



PENDING

NO WEDGING,
NO BACKLASH,
RANKS, NO SQUEAKING,
NO BINDING,

iving wheel from the frame.

NY, Buffalo, New York.

JOBBER.



Forsythe Mfg. Co.,

Buffalo, N.Y.

Gentlemen:-

Toward the end of the season we decided to take up the sale of your Brake, and up to the present writing have sold several hundred them. Our experience has been ^{our} thoroughly satisfactory. ~~with them~~ We find that it gives us very little trouble and leading in most cases to re-orders from our customers wherever we placed the Brake. ~~with them~~ Up to the present writing we have returned you 1 defective Brake, which was not the fault of the device, but of the rider not giving it proper attention.

We expect to do a large business for you the coming season and we shall make it our leader in the Coaster Brake end of our business.

Wishing you success, we remain,

Yours respectfully,

Chas. Wilson

REPAIRMAN.

Syracuse N.Y. 11/1/02

*Forsythe Mfg. Co.
Buffalo N.Y.*

*Dear Sirs - I
am a bicycle rider and
repairman and as such
have had experience with
most of the different coaster
brakes on the market I consider
your brake 100% better than
any of them*

Respectfully Yours

F. J. Higbee

THE "BIG FOUR" IN COASTER-BRAKES.

MANUFACTURER.

WHAT A GOOD COASTER-BRAKE OUGHT TO DO:

JOBBER.

ADDRESS REMITTANCES AND COMMUNICATIONS TO GLOUSTER CYCLE COMPANY.
VANKEE FLYER. THISTLE. GLOUSTER. HABERER SPECIAL.
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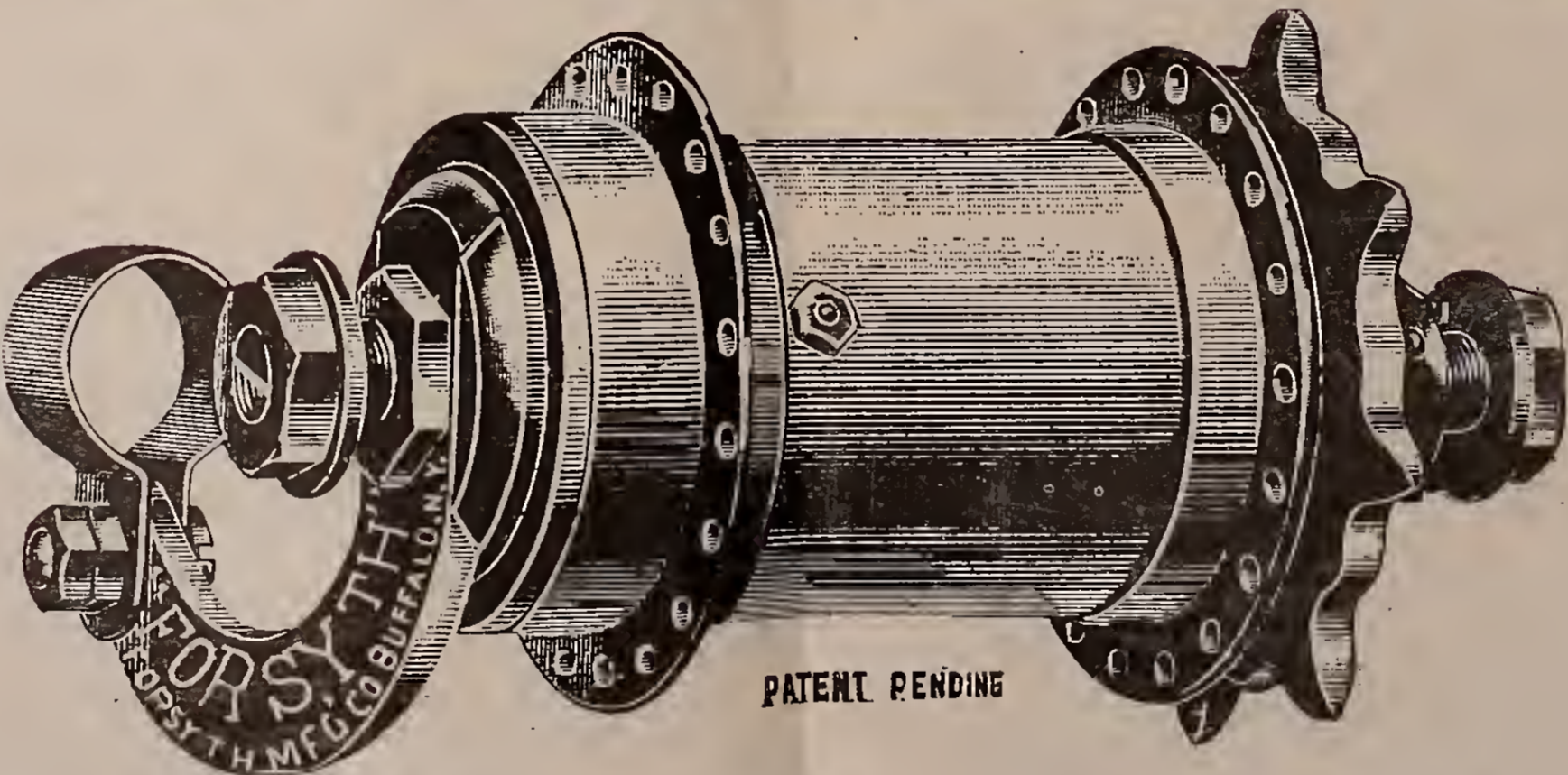
Syracuse, N.Y. 11/10/02

Forsyth Mfg. Co.
Buffalo, N.Y.

Dear Sirs - I am a bicycle rider and repairman and as such have had experience with most of the different coaster brakes on the market I consider your brake 100% better than any of them
Respectfully Yours
F. J. Higgin

THE ONLY COASTER-BRAKE IN THE WORLD THAT FULLY SATISFIES ALL THESE REQUIREMENTS IS

The FORSYTH



- NO CAMS,
- NO ROLLS,
- NO LATCHES,
- NO SLIPPING,
- NO CLUTCHES,
- NO RATCHETS,
- NO DROP TO CRANKS,
- NO JERKING,
- NO WEDGING,
- NO BACKLASH,
- NO SQUEAKING,
- NO BINDING,

And it is adjustable without removing wheel from the frame.

FORSYTH MFG. COMPANY, Buffalo, New York.

Forsyth Mfg. Co.,
308 Terrace,
City.
Gentlemen:-
In reply to your recent date, we cheerfully say that the Forsyth Brake is the Brake for us, for the following reasons:
It is a good Brake, simple in construction and easy to adjust.
The Forsyth brakes that we have sold our customers have given entire satisfaction. Count on us for the coming season.
Yours truly,
Glouster Cycle Co.

RIDER.

Buffalo Ramblers Bicycle Club.
529, 531 and 533 Main Street
Buffalo, N.Y. Nov 15 1902

Forsyth Mfg. Co.
Gentlemen
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in,

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THE WILSON CO.
Chas. Wilson

MAN.

received my 17/11/02

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Dear Sirs. I
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to better than

p. Yours

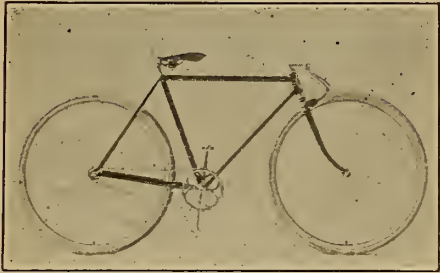
F. J. Higbee

of the service to which the great majority of bicycles are subjected. That we are doing this within the limits of the purses of every day riders will be shown by the prices."

The line includes a racer at \$50, a light roadster at \$35 and a roadster at \$25. While no particular part is featured, the bicycles are good looking, and as substantial as they are good looking. An unusually wide range of options in the matter of gears, tires, saddles, handlebars, coaster brakes, etc., is afforded purchasers, and the treatment accorded them is of the sort to build up the mutual good will account.

Some Snell Characteristics.

It is the boast of the Snell Cycle Mfg. Co. that they make in their own immense plant at Toledo practically everything, equipment excepted, that enters into the construction of their bicycles.



Snell Racer \$50.

Ten models for adults and two for juveniles comprise the 1903 line. The four high priced models are the spring frame chainless and the spring frame chain machines, listing at \$75 and \$50, respectively, and the pace follower and racer, these being priced at \$60 and \$50. Then come the light roadster, at \$35, and the roadster, at \$30. Excepting the pace follower and the racer, all



Snell Cushion Frame, \$50.

are furnished in both the diamond and drop frame form.

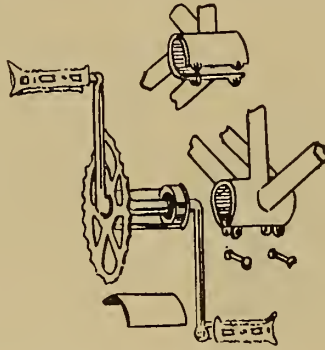
The Snell people have been one of the leaders in the use of small frame tubing. That used in the racer is 15-16-inch, and in the other models, except the roadster, 1-inch. The standard frame is 22-inch, with options of 20 and 24 inch. Single plate fork crowns, drop forged, small hubs, turned from the bar; Hussey handle bars and K. & S. special tires are the other salient features of the machines.

Emphasis is laid upon the fact that the

racer and pace follower are special machines, not regular models fitted with light equipment. They are designed and constructed for racing or speeding purposes solely, weight being cut down at every point where this is possible without sacrificing strength.

The Hudson From Michigan.

One of the survivors of the fizz period, and one that, while not making a great splash, has built a bicycle of which they may well be proud and made steady progress, is the Bean-Chamberlin Mfg. Co., Hudson, Mich. The Hudson bicycle, as the product has long been termed, is not only carefully designed and soundly constructed, but is one that is handsome to look upon.



For the present season six Hudson models are catalogued. They comprise a racer at \$50, a semi-racer at \$40, two roadsters—men's and women's—at \$35, and two specials—also for both sexes—at \$30.

Of these the racer and semi-racer are, of course, the leaders. The former in particular is a clear cut, attractive looking machine. The frame is 21 inches, made of 1-inch tubing, with oval rear forks and stays. Steel stampings are used for the connections, with a drop forged fork crown, having long lugs extending both into the fork sides and stem. A 23-inch frame is offered as an option. The semi-racer is designed on lines very similar, and is offered as a light road wheel that is strong enough to withstand any reasonable usage to which it may be subjected. The roadster and special are slightly heavier, and differ in a number of details, but many of the characteristics of the Hudson product have been retained.

On the racer and semi-racer models the well known D. & J. hanger is used. The Twentieth Century one piece hanger is fitted to the roadster. As the cut shows, it can be removed from the frame, complete with cups, cones, balls and ball retainers, and replaced in less than a minute, thus permitting its examination without disturbing the adjustment.

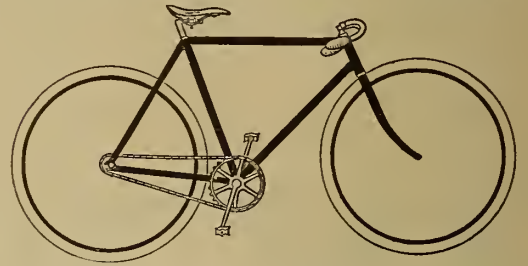
The Everlastingly-Guaranteed LeRois.

Almost unequalled facilities and experience of many years' standing unite to place John R. Keim, Buffalo, N. Y., in an advantageous position. There is scarcely any branch of the fashioning of steel that has

not long been every day work at this factory.

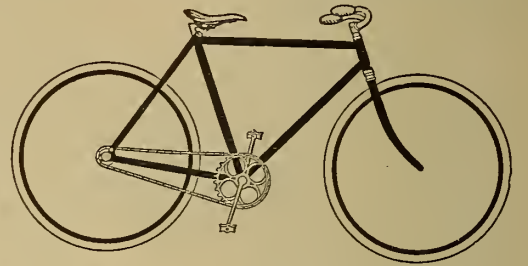
This thorough familiarity with the parts business made the Buffalo concern peculiarly well qualified to undertake the manufacture of complete bicycles. Consequently, it was but a step to the addition of a complete bicycle department, and the result and product, under the name of the Leroy, at once made a name for itself.

The Leroy line for the season of 1903 is a comprehensive one. It comprises eight models, six of them being for adults. In point of value the Regas spring frame model heads the list, being followed by the Model 60, priced at \$40. The latter is a road racing



machine, light and trim looking, with small tubing and other approved modern features. It is furnished in either 20 or 22-inch frames.

Models 90 and 91 are for men and women, the prices being \$35 in each case. The former is made in three frame lengths, 20, 22 and 24-inch, respectively, while the woman's machine comes in the 21-inch size only. Models 50 and 51, priced at \$25, complete the



list of adults machines, and two juvenile models, having 24 and 26-inch wheels, and both listed at \$22.50, complete the line.

One thing which distinguishes Leroy bicycles and causes them to stand out prominently is the guarantee. It has no time limit. Any part of a Leroy bicycle submitted to the factory for inspection will, if found defective or imperfect, be replaced free of charge. No more convincing evidence of the faith in the product than this could be found.

Free With New Subscriptions.

The story told by the twenty-fifth anniversary number of the *Bicycling World* can never grow old. It will interest, and always will interest, all those in whom cycling interest ever was really alive. If you have not already obtained a copy, order one to day.

The number itself sells for twenty-five cents per copy, but a copy is given free with every new subscription.

Motor Bicycles—Their Remarkable Improvement.

To the man who never rode a bicycle, entering the realm of motor bicycles is to experience the keen and refreshing interest and enthusiasm that marked the earlier days of cycling; to the old bicyclist who enters that realm is to be carried back fifteen or twenty years and thus obtain a taste of renewed youth. The motorcyclists are living over again the "good old days" of which veteran wheelmen are prone to prate. They are full of the same energy and enthusiasm, promoting similar clubs and contests, are fired by the same discussions and rivalries, are deeply interested and informed in the improvements of all makes of motor bicycles and await the advent of each year's models with that feverish anxiety that so spurred cycle makers to renewed effort a decade ago. And the new locomotion has fascinations and exhilarations all its own.

The ability to attain and maintain speed of which they previously could but dream, to vary it at will, to dash uphill and dart down dale, to care not which way the wind blows nor how hotly the sun shines—to be almost literally as free as a bird and to skim the earth like the bird and with less effort and to do it seated man fashion astride a saddle, with ability to start or stop by merely twisting the wrist, to go faster or slower by touching a lever, and to pedal when, where and how long he will—these are the joys which only a motor bicyclist can experience; no three wheeler or four wheeler or no motorless bicycle permits of them; they defy ready description; they must be experienced to be appreciated. It is rare that once initial nervousness is overcome the experience does not make a convert and an enthusiast. The control of a motor bicycle is so simple, so instantaneous and so absolute that most of those who feared have remained to wonder why they feared.

The last year has brought with it not only remarkable increase of interest in motor cycling, but remarkable improvement in motor bicycles. The interest and demand is of such proportions that the only question is whether with the limited production in sight there will be a sufficient number of motor bicycles for those who would purchase them.

Whatever pessimists may say of the pedal propelled article, there is no sameness, no lack of newness in motor bicycles. There are no two alike. There are some good ones, others not so good, and still others no good at all. As always, a good article cannot be had for the price of a poor one, and those who make themselves believe otherwise are those who will pay a high price for a little pleasure and much pain, disgust and labor. Of all things, the cheap motor bicycle is a delusion and a snare; it is cheap only in its

purchase price. Unless one seeks experience it is to be avoided as the devil is said to avoid holy water.

The Orient.

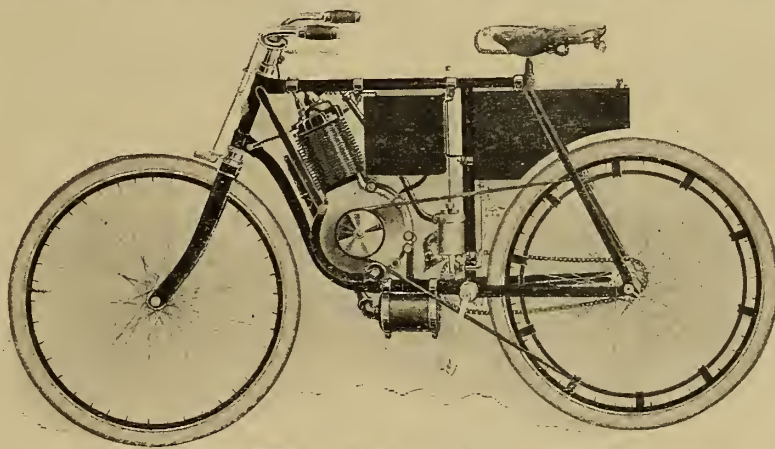
So uniformly excellent have been the performances of Orient motor bicycles that the term "steady as a rock" seems to apply to them naturally. The oldest motor bicycle, and one of the most used, it has been constantly in the public eye. If there were any inherent defects or marked shortcomings chargeable to them they would have become common knowledge long before this. Yet the Orient is everywhere associated with reliability and regarded as remarkably free from the ills with which some motor bicycles are afflicted.

Next to the Orient's reputation for re-

with the utmost care. Originally all these parts were imported; now they are made in the Waltham factory, the result of exhaustive experimentation and patient labor.

The cylinder of the 3 horsepower motor is made from a special gray iron casting, and is surrounded by a series of fluted copper flanged radiators. The cylinder is ground and lapped, and the piston is fitted with three lapped joint rings, so designed as to give the greatest possible amount of compression. The main shaft is of tool steel, hardened and ground to fit the gun metal bearings. The exhaust valve is made from nickel alloy, and is operated by the same device that times the spark. The sparking device is simple and positive, and gives a wide range of speed.

The carburetter is made of aluminum in



— The Orient, 3 h.p., \$250. —

liability—or perhaps on a par with it—is its admitted possession of power and its adjunct, speed. In the train of these follows, quite as a matter of necessity, weight. But its makers, the Waltham Mfg. Co., Waltham, Mass., make no excuse for this. They meet the issue fairly when they state:

"We have found that it is necessary for safety and comfort that a motorcycle which has sufficient strength to stand the great strain of its motive power must also have weight enough to absorb the vibration of the motor. A lightweight motor bicycle is not a practical or successful machine, and, even should it not actually break down and injure the rider, the vibration from the motor would be so excessive that the operator would very likely tire of his mount after a few ordinary rides, and the machine be well shaken to pieces. The frame of the Orient is heavily constructed of cold drawn steel tubing, strongly brazed in suitable connections. The motor and operating parts are strongly secured to the frame in the position that practice has proved to be the most desirable, and in a manner to admit of their convenient removal when required."

From the powerful motor down the minutest details of the parts of the Orient machine have been designed and constructed

two parts. The first is the float feed chamber, the gasoline passing through a needle valve to the second chamber. The latter contains a central tube, or stand pipe, from which the necessary amount of gasoline is drawn to form the proper mixture for combustion, the supply being regulated by the movement of the valve shaft at the top, which is connected with a suitable lever handle on the frame of the machine. A porcelain spark plug is used, it being deemed to give the best results. The belt is flat, made of the best oak tanned leather, specially prepared and heavily stitched. An oil cup is attached in front of the cylinder, and contains three charges of oil, each being sufficient for a thirty mile ride. Two-inch Dunlap detachable tires are fitted, and 2½-inch are supplied at an extra price.

The Auto-Bi.

Because they were first to prove their faith in motor bicycles by equipping a plant for their manufacture, and by advertising them, thus making the motor bicycle a commercial possibility, the E. R. Thomas Motor Co., Buffalo, N. Y., will ever be held in grateful remembrance. They fairly inaugurated the motor bicycle movement, and their Auto-B very naturally is and has been

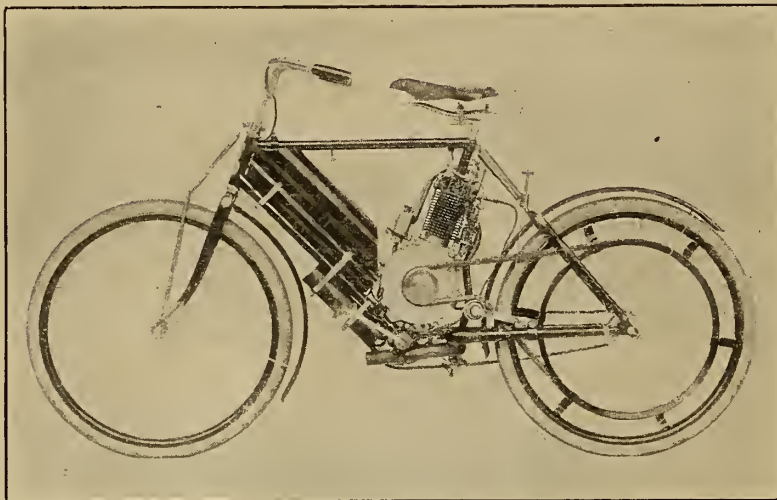
ever prominent in the public eye. For 1903 the Thomas people added their full quota to the fund of improvement, and with both cushion forks and cushion frame and novel chain-inclosed belt it will appeal strongly to the men who value **comfort**

The last mentioned is described as a tight gripping belt, elastic and yet unstretchable. By its use it is claimed that all the power of

core, with cut out exhaust for racing, has been adopted. The machine complete weighs but ninety-five pounds, making it easy to handle both on the road and in storing.

The Indian.

Of the motor bicycles that are in the forefront there is none further forward than



Auto-Bi, 2 1-2 h. p., \$200.

the motor is transmitted to the rear wheel, and the steepest grades can be readily surmounted.

The spring truss forks are designed to give both comfort and safety. It is difficult to even conceive, the makers state, the possibility of a broken fork of this construction. At the same time its cushioning properties relieve both the rider's hands and arms, and the head of the machine, cups, cones, etc., of the road shocks so disagreeably felt with the ordinary fork.

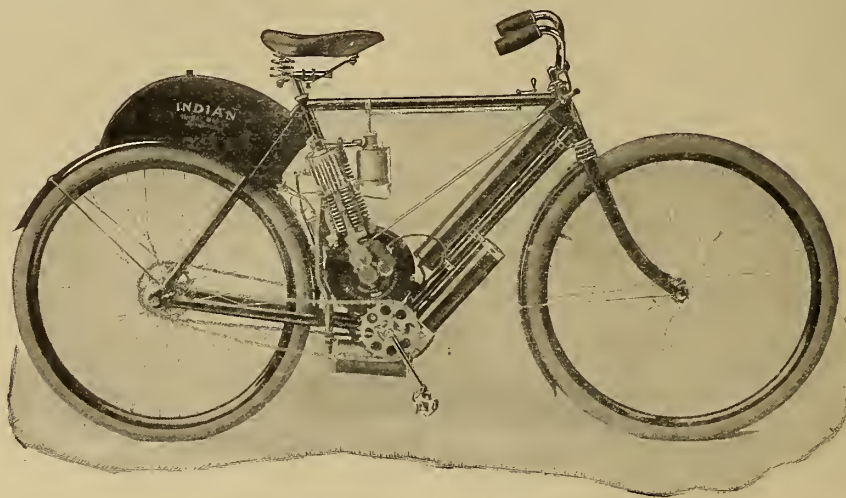
The well known Hygienic cushion frame, so much used on ordinary bicycles, is the third big improvement. Its advantages are obvious, and the combination with the spring fork should produce a luxurious machine that must be ridden to be appreciated.

The motor is of 2½ horsepower, with forged flywheels and bearings in same piece; large bearings hardened and ground, cylinders lapped, three piston rings, all ground true.

The improvements in details constituted an impressive list. Among them are the following: Larger exhausts, trembler spring fulcrumed at the lower part of controller box, with longer springs; contact screw fastening improved by the use of cone shaped fibre washers, which cannot work loose, and which form perfect insulation; larger outlet for refuse oil; oil inlet below the centre of the crank case; automatic spring idler; improved mixer, bottom of poppets soldered; safety switch made smaller and more durable with only one central holding screw.

An automatic idler is now fitted which permits the rider to adjust the tension of the chain while riding. The main pulley is corrugated, with oil receiver, while the rear one is V-shaped. A muffler with removable

the Hendee Mfg. Co.'s Indian. It really made its appearance only last year, but there never was a bicycle of any sort that so quickly earned a more enviable reputation. It almost immediately proved its "get there qualities"—the qualities that count in a motor bicycle—and when the year closed



Indian, 1 3-4 h. p., \$200.

it was with the certainty that the Indian's future was safe beyond peradventure.

Although rated at but 1¾ horsepower, its motor is one of the most powerful ever produced, and, in conjunction with the systems of carburetting and chain gearing, the road or hill that is impossible for the Indian may safely be set down as impossible for any other machine. This great power is not obtained at the expense of appearance or compactness, for, as the illustration attests, the Indian is one of the most compact and eye pleasing; it weighs but ninety-eight pounds, and has a tread of but 5¼ inches. As is

generally known, the Indian and every part of it is the invention of Oscar Hedstrom, than whom none are more expert, and the fact that he is engaged exclusively with the Hendee Mfg. Co. and devotes himself entirely to perfecting the machine and superintending and testing the product before shipment adds to its prestige and worth. The name "Hedstrom" is on every Indian motor.

But one lever is employed in its control, and it is reachable without removing the hand from the bar; it starts the machine, increases the speed and stops the machine. It also lifts the exhaust valve so that the machine can be handled without compression in the cylinder. To start: pedal, throw speed lever over a quarter of an inch, which drops the exhaust valve, and engine starts. The further the lever is thrown over the faster the speed. The time of the spark is governed by this lever throwing the contact breaker forward. For heavy work, such as the climbing of steep hills, a gas lever is provided. This simply gives a heavier charge to the engine, thus increasing the power. The flow of gasolene, the known quantity, is fixed, and does not require regulating. The air—the unknown and variable quantity—is regulated and adjusted by the air regulator.

Because so much is usually said of the motor itself, the importance of the carburetter is too often not sufficiently considered; yet by an exchange of carburetters in different motors have been almost transformed in respect to their efficiency. In the Indian the carburetter was given as much

thought as the motor, and it is the combination that accounts for such uniformly excellent performance. The Hedstrom carburetter is truly automatic. It is constructed on the float and constant level principle, but in other details it is along new lines. In order to have a perfect action in the engine the carburetion must be perfect. To get this perfect action the engine must receive a proper and uniform mixture at each suction stroke. The carburetter must allow of a steady flow of gasolene under any and all conditions, whether going over the roughest of roads or upon the smoothest of sur-

faces, or up or down the steepest grades. In the Hedstrom the adjustment for the air is made at the top of the carburetter. The air itself is taken in through a hood arrangement at the bottom, the hood being so arranged that the hot air is taken off of the cylinder, thus getting a better mixture. When the gas lever is turned to allow the engine to take a larger charge of gas, in opening the port for the purpose, it automatically allows extra air to enter, thus re-

being heavily trussed with one-half-inch steel rod.

The motor has $3\frac{1}{2}$ -inch bore and 4-inch stroke, giving $3\frac{1}{2}$ horsepower at 1,400 revolutions per minute. For its power the motor is unusually compact and narrow, the gears being on the inside of the aluminum crank case, making an extremely neat appearance. Radiation is accomplished through copper flanges. The cylinder is made of a special gray iron and is accurately ground and

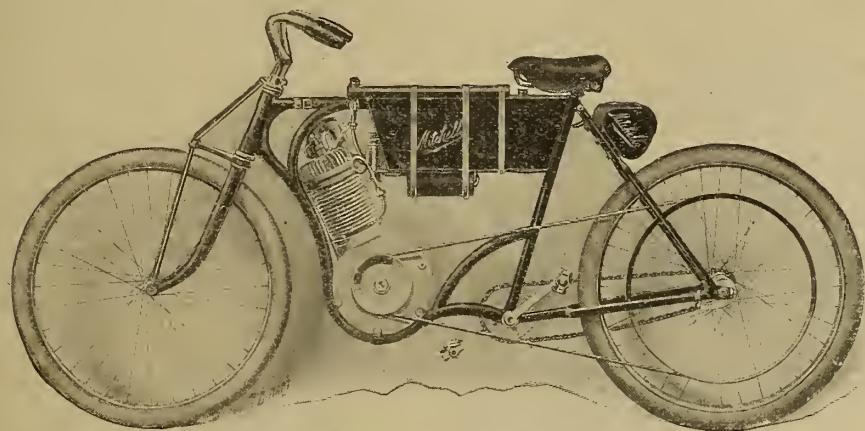
that riders can regulate the noise of the exhaust, increasing or decreasing it at will.

The belt is so designed as to readily take up any slack that may be caused by stretch simply by giving it a couple of twists. The belt pulleys have very deep "V's" in them, making it almost impossible for the belt to slip except under great stress.

Columbia, Cleveland, Tribune.

Many interesting and improving changes have been made in the American Cycle Mfg. Co.'s motor bicycles for 1903. Two machines, which are distinctly different in motors as well as in frames, are being made this year, one for the Eastern department of the company and the other for the Western department. The Eastern motor bicycle will be made up in three models, fitting for the name plates of Columbia, Cleveland and Tribune, while the Western type will be made up in Ramblers, Monarchs, Imperials and Crescents.

The Columbia model of the Eastern type has the same style of motor as last year, but it has been redesigned so as to be considerably altered in the detail of construction. By the changes the operation of the motor has been greatly simplified. There is a new arrangement of both intake and exhaust valves, and both are now so readily accessible that they can be got at and removed in two minutes. The exhaust valve has a head of nickel alloy, which renders regrinding unnecessary. Weak points in the motor have been strengthened, and all parts



Mitchell, 4 h. p., \$225.

taining a perfect mixture under all conditions.

The other prime factor in the Indian's success is the chain drive. It consists of a short chain running from the motor to a counter shaft embodied in the hanger bracket, and from this counter shaft by means of another chain back to rear wheel. A speed reduction is made on each of these chains, and they are so computed and arranged in connection with the motor that it is claimed it is impossible to break either of them, even though the speed lever be thrown over to the high speed limit at starting. The Indian lists at \$200.

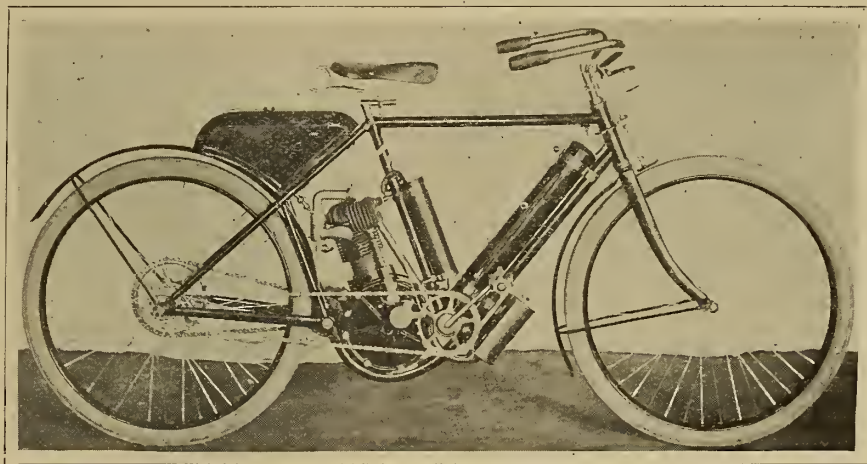
The Mitchell.

Mitchell "Mile-a-minute" motor bicycles are designed on novel, even startling, lines. They are marked by extreme length of wheel base, enormous strength and great power and speed. Neither expense nor labor has been spared to produce a machine that would be comfortable, speedy and thoroughly reliable. The favor already bestowed upon the new model is strong evidence that success has crowned the efforts.

As the Wisconsin Wheel Works, Racine Junction, Wis., who make the Mitchell, put it, they "could build a cheaper machine, but it does not pay to economize on a motor bicycle. It should embody the best construction known to the art."

The machine has a wheel base of 55 inches. The frame is constructed so strongly that the possibility of an accident from breakage is practically eliminated; $1\frac{1}{4}$ -inch 10 and 14 gauge tubing is used in the frame proper, which is also reinforced with struts at three points. The fork stem is of 10 gauge and fork sides of 14 gauge, fork also

lapped. Piston and piston rings, pins and shaft are likewise ground, as well as all bushings, which are made of gun metal. The connecting rod is drop forged and of great strength, while shafts and pins are made of the very finest tool steel, and of such ample dimensions as to give them the longest life



Columbia, Cleveland, Tribune, 2 1-4 h. p., \$225.

possible, as well as long life to the bushings.

The gasoline tank is made of heavy gauge copper, and has flexible connections so as to avoid all annoyance caused by leaks. It will hold fuel for 100 miles, while the lubricating oil tank is good for 200 or 300 miles, and is operated with a needle valve, absolutely preventing trouble and insuring perfect lubrication without attention on the rider's part other than keeping oil in the tank and turning on and off when starting and stopping.

An adjustable muffler is used, so designed

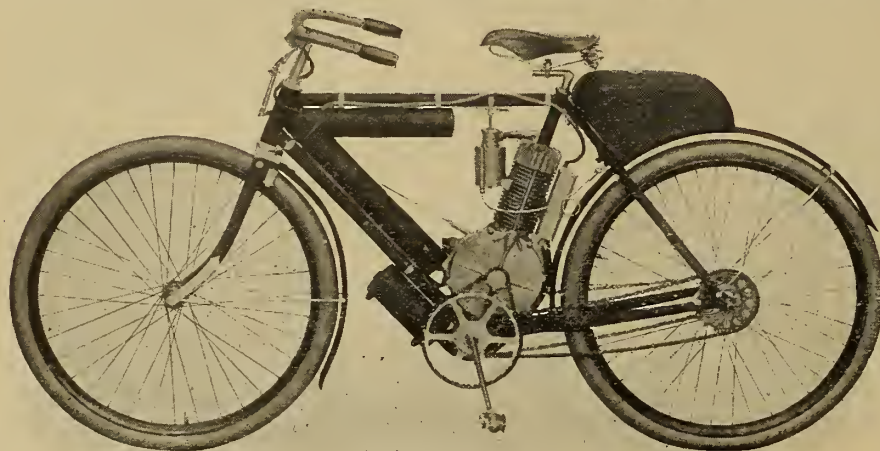
that require occasional attention for cleaning or adjusting have been disposed so that they can be easily reached without disturbing any other parts.

The feed and ignition features of the bicycle have been entirely redesigned. A Kelecom float feed carburetter is used that does away with mixture troubles, as it is wholly automatic and requires no attention whatever from the operator except to supply it with gasoline from the tank.

The combustion chamber is located on the front of the engine head, placing the spark coil in a position easily accessible. This ar-

rangement at the same time brings the valve chamber on the front side of the engine head, putting it in the best possible position for cooling. This is an important feature, as this portion of the engine which should be best cooled has a tendency to heat up most.

The battery comprises three dry cells of standard makes, and is inclosed in a metal canister practically water tight, which is



Rambler, Crescent, Monarch, Imperial, 1 3-4 h. p., \$225.

rigidly fastened to the frame of the machine and does not have to be detached for changing the battery. This is a great convenience and economy, because should the batteries give out on the road new cells, such as are commonly used for bell or telephone purposes, and can be purchased in any town, may be used to replace exhausted batteries, and the change can be made in a few minutes.

There is a new form of muffler applied to the machine which silences nicely, and at the same time causing very little back pressure. This is arranged higher from the ground than in last year's model, and is so much more symmetrical in construction as to be really ornamental in appearance.

The power of the motor has been raised to a point that represents $2\frac{1}{4}$ horsepower on brake test, instead of $2\frac{1}{4}$ indicated horsepower. This gives all the power needed, enabling the machine to negotiate any road grade encountered in ordinary travel, and makes the new model a very speedy vehicle.

The chain drive is used, but it has been worked out that the transmission is as smooth as on a belt driven bicycle, while it is positive and not subject to slippage and the other troubles experienced with belts. A strong 5-16-inch chain is employed.

The rear hub is of a new design, and contains no screws or bolts to break or come loose. It is an adaptation of the A. B. C. coasting hub brake enlarged and strengthened to stand the heavy duty required by its use on the motorcycle. The appearance of the new hub is very fine, and it has successfully stood severe tests.

The paramount virtue of the new model lies, however, in the simplicity of its con-

trol. All the operating mechanism has been grouped so that the bicycle is absolutely controllable by the brake lever in front. This makes it the simplest thing in the world to operate, because the rider of the motorless bicycle can get on one of these and manage it by simply following his instinct with regard to the use of the brake lever. The slowing and stopping devices are worked by pulling up on the lever, while

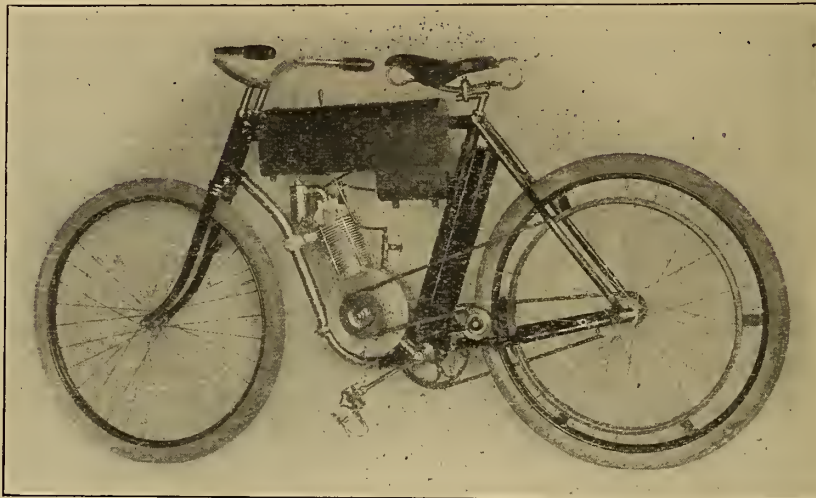
and the crank hanger has a drop of $2\frac{1}{2}$ inches. Two-inch detachable tires are used. The bicycle complete weighs 128 pounds and lists at \$225.

Rambler, Crescent, Imperial, Monarch.

On the Rambler and other Western models an Aurora motor is used, fitted in the frame in line and continuous with the diagonal tube. This motor has a speed of 3,000 revolutions, and, like the Columbia model, is controlled entirely by the brake lever at the handle bar. Besides the difference in the motor, the frame is distinctly different from the Eastern model. It is a 22-inch frame, but the wheel base is only 46 inches; there is a drop of $3\frac{3}{8}$ inches to the crank hanger, and a special new design of spring forks are fitted as a regular equipment. It has a Corbin coaster brake and G. & J. tires. There are a number of individualizing refinements with respect to the carburetter and the stowing of the batteries. The weight is only 110 pounds. It also sells for \$225.

The Merkel.

The Merkel motor bicycle is one that is commanding attention and will continue to do so as the demand for motor bicycles increases. Whoever examines it critically will be well repaid, and will discover a machine that fairly bristles with originality and ingenuity of a practical sort. Great speed is



Merkel, 2 1-4 h. p., \$175-\$185.

slightly; by further depressing it the speed is advanced; then by the reverse action, or up pulling, the engine is retarded; further upward pressure cuts out the engine by opening the exhaust valve, and a still harder pull applies a powerful front brake. Thus when going at full speed a sudden pull on the brake lever cuts out the engine and applies the brake, while the hub brake can be applied with the pedals at the same time.

The frame is 22 inches in height, is of 16 gauge tubing, while the front fork sides are of 14 gauge tubing and weigh five and one-half pounds. The wheel base is 54 inches,

not claimed for the machine, although it has averaged thirty miles per hour for several hours, the Merkel people preferring to build less for the speed enthusiast who is merely affected by the "motor cycle craze," and more for the business man who is content with a reliable machine, constructed to maintain a law-abiding pace—and a little better should occasion require.

The advanced thought that is concentrated in the machine is well represented in the carburetter and the make and break spark device. The former is of the mixing valve type and obviates the necessity of a float,

and is a form which many have contended will be the carburetter of the future.

The make and break is essentially original. Instead of a spring blade working in contact with a platinum tipped screw, the Merkel people employ two fingers tipped with coin silver, which come in contact with a silver-tipped block. While the current is passing over one finger the other is jumping up and down with its neighbor, wearing the tips bright and clean. It has been found that with this particular style of make and break the tips or contact points work better when they have oil on them.

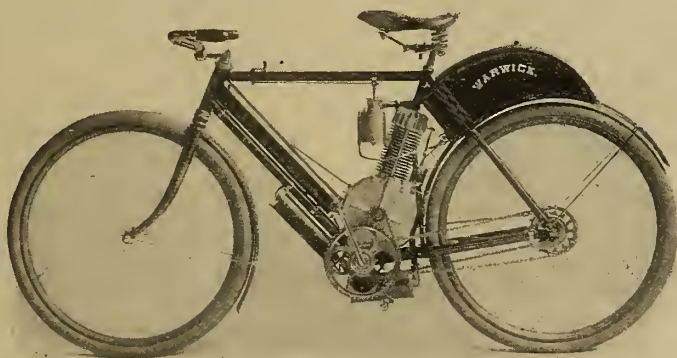
The inlet valve is so constructed that it can be removed for examination or repair without taking off the cylinder head. The valve is carried in a casing which fits into the head with a ground joint and which forms the guide for the valve stem.

The single lever control is an important feature of the Merkel, being absolutely the

The Warwick.

Symmetrical, compact and exceedingly businesslike looking is the Warwick motor bicycle. Its makers, the Warwick Cycle & Automobile Co., Springfield, Mass., who are marketing the machine at \$200, certainly have a likely candidate for public favor, and one that should sell readily.

The machine is propelled by a motor assembled from Aurora fittings, and placed within an ordinary diamond frame, slanting slightly backward, and reaching from the crank hanger to within a few inches of the seat post cluster. The carburetter is carried immediately in front of the radiating flanges; the muffler is below the flywheel case and parallel with the lower rear forks; the gasoline tank occupies the space above the rear mud guard and back of the upper stays, while the battery and induction coil cases are attached to the main frame tube, one above, the other below it. Chain drives



Warwick, 1 3-4 h. p., \$200.

only device used in controlling the motor while it is in operation. This lever raises and lowers the exhaust valve which takes the place of the compression cock; it controls the speed by advancing or retarding the ignition and it operates a switch in the primary circuit. This switch is simple in itself but none the less effective, it consists of a small stud projecting from the exhaust slide cap. This stud engages the ignition fingers of the make and break device so that when the lever is returned to the verticle position the fingers do not touch the insulated stud and therefore breaks the primary circuit. Besides this switch there is a supplementary switch in the left handle bar grip.

The Regas spring frame is furnished as an option, an advance of \$10 over the \$175 price being made for it. A new and exceedingly strong fork is used. In it the fork sides extend through the crown plates up to the top of the head where they are secured to the fork stem by a triple clamp. The sides are oval until after they pass through the plates, after which they are drawn down to one inch in diameter. The two stems of the handle bar telescope into the extended fork sides.

are employed, both for the motor and the bicycle proper.

The motor is of ample size and power to drive the machine anywhere, and a very simple method of control is employed.

While other of the allied interests were not so prompt, the tiremakers quickly prepared for the motor bicycle, and as a result motor cycle tires of all the well known brands are now obtainable—Hartford, Fisk, Goodyear, Diamond, G & J, Kokomo, Dunlop, International and Pennsylvania.

The Retail Record.

- Lancaster, N. H.—Beach & Parks reopen.
- Hartford, Conn.—Louis H. Elmer reopens store.
- Castleton, Vt.—E. Warren Allen, new store on Union Block.
- Bay City, Mich.—J. F. Breen, new store at 304 Columbus av.
- Los Angeles, Cal.—Haupt & Burgess succeed Haupt & Svade.
- Stroudsburg, Pa.—Roth's variety store opens bicycle department.
- Salem, Mass.—Ferdinand A. Butler opens new store at 293 Essex st.
- Medford, Mass.—Charles H. and Robert A. Brown open new store on Main st.

Coaster-Brakes.

Nothing better serves to show the blind and abnormal frenzy of the boom days, nor to illustrate the difference between the past and the present, than the coaster brake. When first brought out it was treated with disdain and contempt, and was practically laughed aside. If it had not been for the hardheadedness and firm faith of H. H. Fulton, president of the Eclipse Machine Company, the most grateful invention since the pneumatic tire would have been lost to cyclists. Mr. Fulton refused to be turned aside, and by keeping everlastingly at it forced open the eyes of the cycling public, and as a result to-day no cycling feature stands higher or has contributed more to the pleasure of cycling and the stimulating of the cycling trade than the coaster brake. It is difficult to understand how any man who rides a bicycle can so dull his senses as not to appreciate the charms that come of its use. The number of cyclists in this category is growing beautifully less each year, and in due course it does not seem that, except for racing purposes, there will be a bicycle without a coaster brake in existence.

The Morrow.

Of the coaster brakes, the Eclipse Company's Morrow stands pre-eminent. It is known and used wherever bicycles are used, and though worthy competitors have appeared the Morrow lustre has in no wise been dimmed.

The Corbin-Duplex

Among the large number of coaster brakes on the market the Corbin Duplex, made by P. & F. Corbin, New Britain, Conn., long ago assumed a position of prominence. Both in outward appearance and in its mechanism, the device appeals strongly to the riding public.

At a casual glance the hub containing the coaster and brake is scarcely distinguishable from a plain hub. The braking device is carried in the left-hand side of the hub, leaving the barrel clear and unobstructed. The mechanism itself is a beautiful piece of work. The action is positive and reliable, never sticking or binding, and no "kick-off" is required to release the brake. Every bearing runs on balls, ball retainers being fitted, so that the hub can be readily taken apart and reassembled. With it the bicycle can be run backward as well as forward.

The operation of the device is very simple. When the rider pedals forward the sprocket revolves, carrying with it the driver to which it is attached. The clutch travels along the driver upon the threads, and when the driver is rotated forward by pedalling the clutch is drawn into frictional contact with the hub shell, thus driving the hub forward through power applied to the pedals.

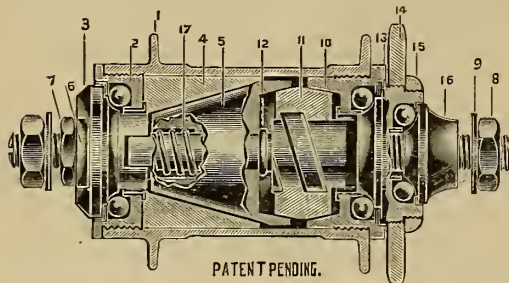
When coasting the pedals are stopped, and through the chain the sprocket and driver

and the clutch are held against rotation, the hub continuing to revolve through the momentum of the wheel. The relative action of the parts move the clutch to the left, out of contact with the hub shell and into engagement with the teeth on the brake clutch.

The wheel will now coast freely while the feet remain stationary on the pedals. In applying the brake the rider presses slightly upon the rear pedal, the clutch is engaged with the teeth of the brake clutch, which presses against the levers in the brake cap, which open the brake shoes in a parallel movement into fractional contact with the interior surface of the brake drum, which retards the speed or stops the wheel, according to the amount of pressure applied. When the pressure is removed the springs bring the brake shoes back into position automatically.

The Forsyth.

One of the newer coaster brakes that is forging its way to the front is the Forsyth, made by the Forsyth Mfg. Co., Buffalo,



N. Y., and that cannot fail to impress the critical. The ingenuity which it embodies is along the right lines.

In particular, its adherence to what may be termed the bicycle idea is wholly admirable. The hub containing the device differs from the regulation hub in no manner, and the coaster brake itself is so constructed that all the working parts can be adjusted without removing the wheel from the frame, exactly as a bearing is adjusted. There is no back lash when changing from forward to backward pedalling. The brake will not wedge, no matter how forcibly it is applied, and it releases itself as soon as the pressure is taken off. There is no friction except in the bearings, all of which run on balls. So well do these minimize friction that the valve stem will balance the wheel.

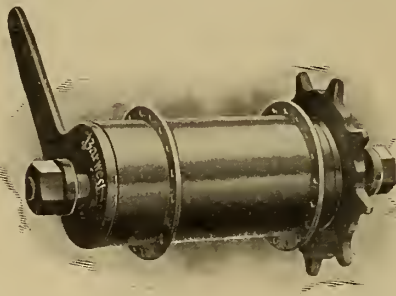
In driving the sprocket rotates forward and carries with it the driver; the thread on driver causes nut to move to the right and into locking engagement with the taper of hub-case, which, being secured to hub-shell causes the wheel to revolve forward without other friction than that of its bearings.

To coast, the pedals are held against rotating; the momentum of hub-shell causes nut, by reason of being in locking engagement with taper of hub case, to move to the left and into locking engagement with taper of braking plug, the hub shell, being thereby released from all friction, coasts absolutely free on its bearings.

In action of braking, by back pressure on pedals the driver rotates backwards moving nut still further to the left, carrying with it breaking plug, with which it is already in locking engagement, away from shoulder on axle and into friction engagement with braking shoe and compressing spring. When back pressure on pedals is removed spring immediately carries braking plug out of engagement with braking shoe, returning it to shoulder on axle, when the brake is in its original coasting position.

The Barwest.

The Barwest early made its mark among coaster brakes. It would not be easy to match its rapid leap into popularity. In a single year it became widely known and well liked, and the impression thus formed



has been confirmed and strengthened by continued use.

In designing the device, the Barwest Coaster Brake Co., New York, were actuated by the desire to produce an ideal coaster brake, one that would embody the best features of the most successful types and prove to be nearer perfection than anything yet offered the public. How well they succeeded the past season demonstrated.

In offering the Barwest for 1903, its makers have not found it necessary to change it to any great extent. Exteriorly it presents the same clean appearance as formerly. The sprocket wheel has been changed by the adoption of a reversible one, thus making it possible to fit different chain lines. A wide choice of sprocket widths is given, $\frac{1}{8}$, 3-16 and $\frac{1}{4}$ -inch with 1-inch pitch for block chains and $\frac{1}{2}$ and $\frac{5}{8}$ inch for twin roller, the latter having 16, 18 and 20 and 13 and 15 teeth.

The Barwest device weighs only $1\frac{1}{2}$ pounds, and is but $1\frac{3}{4}$ inches in diameter. The braking ring expands on the inside of the hub between the flanges, so that the strain on the brake ring will not pull the wheel out of true. The sprocket is always in perfect alignment, as the brake is applied radially, instead of laterally, and is dust-proof. The braking ring is made of phosphor bronze, which expands by the action of a wedge against the inside of the hub between the flanges, and has such an expanding power that the slightest power exerted on the pedal will bring the machine under perfect control.

No fibre is used; hence it can be filled freely with oil, which is a necessity to the successful wearing qualities of any coaster brake, therefore, it never "squeals" or sticks

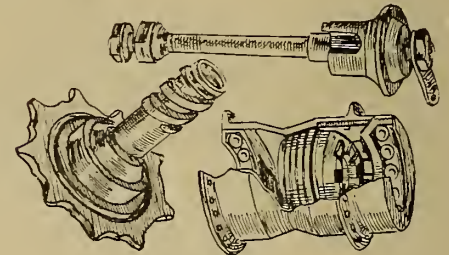
under the severest application of the brake.

The wheel is absolutely free. The bicycle will move either backward or forward without applying the brake. It coasts on separate ball bearings on each end of the hub, and is so free in its action that the valve stem will balance the wheel. The entire hub can be substituted for the regular hub, and it can be put in any bicycle, anywhere, by anybody.

The Cinch.

No coaster brake on the market has made a better name for itself than the Cinch. The care used in its manufacture, combined with its ingenious design, accounts for this result. It possesses many striking virtues.

The appearance of the hub remains unchanged, the slight V-shaped depression in the centre which has long distinguished it being retained. On the actuating nut is keyed the drive shoe, and instead of the contact of a solid nut drawn by the actuating thread on the drive sleeve the Cinch is supplied with this drive shoe, which, loosely keyed to the actuating nut, permits the frictional contacting surface to conform to the inside of the hub shell, providing a positive friction clutch. This shoe being split, expands under pressure, clutching the hub shell more and more as greater pressure is applied on the



pedals, thus preventing the possibility of slipping.

Stopping the feet in any position assures a perfectly free coast. It is unnecessary to back pedal to accomplish this, as the clutch is released as soon as the pedals stop, the revolution of the hub shell automatically throwing the actuating nut and its drive shoe away from its contact.

Back pedaling turns the drive sleeve which moves the actuating nut to the left. To insure a positive movement of the actuating nut back and forth it is held from turning by the overhanging portions of the brake shoes sufficiently to overcome the friction of the thread on the drive sleeve. A slight movement of the nut engages the teeth with the spring pin in the brake block cone, thus locking the actuating nut in braking position, after which, whether the brake is applied much or little, the pedals do not change their location or slip back.

The brake end of the actuating nut is bevelled, as is also the inner surface of the left hand ball cup. The brake shoes are provided with corresponding bevelled surfaces, so that as the actuating nut is moved to the left the contact of these bevels expands the brake shoes to a point where they contact with the brass friction lining of the hub shell. When applying the brake the hub shell is turning, but the brake shoes are held stationary by their lugs in the depressions of the brake block cone. The friction created by the contact of the shoes with the brass lining produces a tendency for the brake shoes to turn with the hub, thus bringing pressure on the inclined surfaces of the brake shoe lugs, which pressure forces the brake shoes into closer contact with the brass friction lining. This action produces a very strong brake with little effort of the rider.

WAS BETTER THAN EVER

Dinner of Associated Clubs Draws Record Crowd—Col. Pope Predicts Good Times.

No one who went to the Harlem Casino, at Seventh avenue and One Hundred and Twenty-fourth street, New York, on the night of March 26, would have dared to say anything about a "declining interest in bicycling." Right in the bustling metropolis, where there are so many places to go every night that it is not easy to get up a successful dinner, the Associated Cycling Clubs of New-York held the best attended banquet of their history. It was the fifth annual event of the sort, and, although usually attended by not many more than three delegates from each club, the occasion this year brought out 148 members from the clubs in the organization.

The large ballroom on the second floor of the Casino was used for the dinner, and there were a dozen tables spread beside the big one in the shape of a hollow square that stood at the north end of the room for the guests. Fifteen different clubs were represented, and of these ten had tables especially laid for themselves. These clubs were: The New-York Athletic Club, Prospect Wheelmen, Century Wheelmen, Monroe Wheelmen, Royal Arcanum Club, Greenwich Wheelmen, Calumet Cyclers, Ianthia Wheelmen, New-York Motor Cycle Club and the Metropole Cycling Club.

Those at the guest table included Alderman Joseph Oatman, Colonel Albert A. Pope, M. L. Bridgman, Joseph H. Goodwin, Joseph Cassidy, Will R. Pitman, N. C. Phillips, George C. Wheeler, R. J. Nagle, Richard Nelson, Charles E. Miller, E. Ziegler, E. J. Willis, Dr. F. A. Roy, Harris Parker, H. Capple, Mr. Turner James O'Neil, Abe Gruber, Armitage Mathews, John Goldthwaite, E. Hinman, M. J. Walsh, Edward Gerbereux, Thomas Cooper, W. H. Burgess.

President Oatman sat at the head of the table and acted as toastmaster, with Colonel Albert Pope occupying the place of honor on his right. In his opening remarks Alderman Oatman sketched the history of the organization from the time it was launched, six years ago, as the successor of the old Metropolitan Association of Cycling Clubs. He cited a few of the many improvements that have been obtained by the A. C. C., and said that practically everything sought for within the last couple of years had been obtained, thanks to a very efficient committee on streets and roads, headed by George C. Wheeler. He spoke glowingly of cycling and the outlook, and then introduced Col. A. A. Pope as "the pioneer wheelman."

Col. Pope began by telling an entertaining story, and then reverted to the early days when "Old Pitman, here, by dint of patience

taught me how to ride," but only after he had scarred his shins and otherwise scraped himself. He told, too, of the glorious feasts of Boston beans and New-England rum that were enjoyed on Saturdays at the old riding school of Cunningham, Heath & Co., in Boston. In those days, said the Colonel, it took an acrobat to ride a bicycle, and there were very few riders. Then he thundered it forth:

"There are more than a million riding now—more than a million. Bicycling has not gone out. It is not what it was, and that is chiefly through bad business management. Bicycling has made better men and better women. It has raised the average health of the nation, and has brightened the prospects of posterity. It is a lasting benefit, and is bound to be a lasting sport. I speak feelingly, because I am on the point of coming to my own again, after being out of the business for three years—and I felt awfully lonesome. I am not talking because I want you to buy my wheel. I don't ask you to buy my wheel. Buy any wheel you choose, but continue to ride; continue your good work in road improvements. There is going to be a revival in bicycling, and we want you to help it. The newspapers are going to help us revive it, and we are going to help them. The bicycle will survive because of its fitness, and I tell you the time is coming when, with the bicycle and the automobile, we will drive every horse from the streets. It is only eleven years since the first electric motor car was introduced on the street tracks in Richmond, and only five years since the motor streetcars were introduced in New-York. Now, while New-York has a horsecar line here and there, not one is to be seen in Richmond, and there is not one in Boston. So quickly is a complete change of customs affected. The bicycle and the automobile will relegate the horse to idleness, because they are more proper, more serviceable, more clean and more economical than the horse. The horse is to blame for 85 per cent of the wear and tear in the destruction of the roads. Think of that—the horse destroys 85 per cent of your roads! The bicycle and the automobile destroy nothing of them."

Col. Abe Gruber said any one could tell from looking at his face that he did not "follow the Pope." He was not a bicycle rider, but the Colonel had talked about horses, and he wished he would give him a few tips, because the Pope is infallible. He continued in a merry vein, with lapses into semi-seriousness, in which he said that wheelmen should take an interest in politics.

N. C. Phillips, president of the Associated Cycling Clubs, of Long Island, spoke briefly for the Brooklyn cyclists, and said that they had a community of interest with the riders in New-York.

Alderman Armitage Mathews, chairman of the Aldermanic Committee on Laws and Legislation, was introduced by President

Oatman as a chum, and said that he was glad to encourage cycling, because it is an outdoor recreation that is doing good to the masses, and assured the clubs that they could always count upon his support. The rules of the road ordinance, introduced by Alderman Oatman, would, he said, be passed with a few additions, regarding the regulation of street traffic that were suggested by Deputy Police Commissioner Piper. When it is passed New-York will have, he thought, the best rules of the road of any city in the country.

Will R. Pitman, of the N. Y. Motor Cycle Club, and Mr. Philips, of the Monroe Wheelmen, also spoke.

Several prominent speakers disappointed the committee by sending messages of regret. President Oatman read letters or telegrams from Borough Presidents Cantor of Manhattan, Cromwell of Richmond and Haffen of The Bronx, Simeon Ford, Mayor Low, Charles E. Simms, jr., and others.

After the speechmaking the prizes for the annual midnight race to Yonkers and Tarrytown were presented to the winners. The Gerbereux trophy cup and the Oatman medal for the winner at Tarrytown went to George Holzhauer, of the Prospect Wheelmen; the Simms trophy cup and the O'Neil medal for the first arrival at Yonkers were presented to Robert S. Stafford, Prospect Wheelmen; the Pitman trophy cup and the New York Motor Cycle Club medal for the first motor cyclist to reach Tarrytown went to Henry Allmen, and the Roy medal for the second motor cyclist to finish, to James Farley.

Evil Effects of Faddism.

It is a pity whenever a thing good in itself is taken up as a fad, for in its reaction it is bound to be harmed by the senselessness of its first adoption, and its really useful qualities count for nothing in the subsequent neglect when the public craze has spent itself, says the Baltimore American in discussing the bicycle.

The harm its abuse has done is reckoned as an indictment against its use, and the good it could do is lost in the havoc wrought by its immoderate pursuit. The wheel in itself is a healthy exercise and sport. It included in its use so much that was desirable; it took its riders into the country, where green fields and fresh air gladdened the eye and inspired the lungs; it steadied nerves and regulated digestion, and conferred pleasure in doing all these admirable services.

It is a pity that the spirit of inordinate pursuit has done so much to interfere with such a health giving amusement. It was expected that when the craze had spent its fury the sport of cycling would settle down into a reasonable amusement, rid of the faddists and proving of use to the multitude. But due to the violence of the craze it must struggle back painfully, step by step, until it regains a place in public favor and use, of which it should never have been deprived. Moderation only can give to any sport or any amusement a lasting value.



RECORD:
 1898 AMERICAN AMATEUR CHAMPION.
 1899 AMERICAN AMATEUR CHAMPION.
 1900 2ND PLACE AMERICAN PROFESSIONAL CLASS.
 1901 AMERICAN PROFESSIONAL CHAMPION.
 1902 AMERICAN PROFESSIONAL CHAMPION.
 1902 RECORDS IN COMPETITION.
 1/4 MILE. 28 1/3 SECONDS.
 1 MILE 1 MIN. 57 1/3 SECONDS.
 1/2 MILE HANDICAP 54 1/3 SECONDS.

FRANK L. KRAMER
 AMERICAN CHAMPION~
 RIDES TO WIN ON
PIERCE RACER

Buffalo Elec & Eng. Co.

ITS PARTICULAR ADVANTAGE

How the Motor Bicycle Solves the Problem of Individual Rapid Transit.

"It is only just beginning to be realized what advantages the motor bicycle possesses viewed solely as a transportation vehicle," remarked a man who formerly rode a great deal. "I mean that it appeals with great force also to the man who simply wants to

vantage only by reason of requiring more of a path or track than either the horse or the man; in every other respect it far outclasses them, so far that no one ever thinks of comparing them.

"Of the self-propelled wheeled vehicles the bicycle has many advantages over the automobile. The narrowest strip of any sort of surface deserving the name of road suffices for it. Good roads are desirable, if its best work is to be done, but they are by no means essential, and it is hampered infinitely

and looke after at all times. It seems a formidable undertaking to venture so far off the beaten track with a vehicle of this sort.

"There remains the bicycle—pedal driven or self-propelled. If the object sought were the ride either could be chosen. But the journey being merely a means to an end, and with perhaps other exercise to follow it, the motor bicycle possesses attractions that secure for it the choice.

"Such a machine can be driven at a rate of anywhere from ten to twenty miles an



WHERE CYCLING NEVER CEASES—ORANGE AVENUE, DAYTONA, FLORIDA.

get to or from a certain place, without attaching very much importance to the ride itself, the pleasure derived from it.

"In the first place, you can travel further and frequently faster on it than on or in anything else. And you can go where you can't go in anything else. A man on foot has the widest radius of action, of course, but he is enormously restricted in the matter of speed. A man on horseback can travel faster than if on foot, but he must have a path or trail of some kind, or at least open country. Next comes the wheeled vehicle, and here the horse drawn one stands no chance when pitted against the mechanically propelled vehicle. The latter is at a disad-

less by downright bad roads than any other vehicle.

"Let us imagine that a man wishes to get to some inaccessible and fairly remote point. There are such places to be found, in spite of the omnipresence of the steel rail and other concomitants of civilization. He may be a fisherman or a hunter, or have any one of a dozen other reasons for going there. Naturally, he debates as to the best method of transportation. Time being an object, a horse is out of the question. An automobile is better, but it, too, has its drawbacks, even if there is not the insuperable objection of non-ownership. It requires some sort of recent road, and it must be housed over night

hour all day long, and without exertion on the part of the rider. Fifty or sixty miles are almost nothing to it, being covered quickly and easily. By it distance is robbed of much of its terror, and widely separated sections are brought together in a manner that is little short of marvellous.

"In former times the man who wished to travel far and fast had recourse to the saddle horse. In days to come he will select the motor bicycle, or I will miss my guess."

"A bicycle eats nothing but costless wind," is a modern maxim that is contributed by the Reading Standard Cycle Mfg. Co.'s 1903 catalogue. "A good wheel helps a bad road" is another.

MODEL 35.



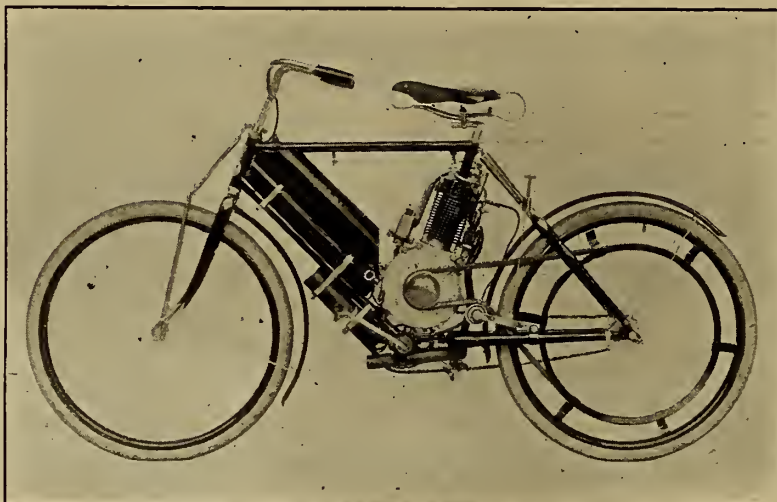
Thomas Auto-Bi Motor Bicycle

IT LOOKS GOOD

And is as

GOOD

AS IT LOOKS.



Do you
Want a machine in which

**ALL
VIBRATION
IS KILLED?**

Note the Truss Spring Fork (Patent Applied for), and Hygienic Cushion Frame.

Adds 100 per cent. to Efficiency, Safety and Durability.

Adds 300 per cent. to Riders Comfort and Durability.

Have You Had Belt Troubles?

The New Thomas Combined Steel and Leather Transmission (Patent Applied for), has all the good qualities of both chain and belt. Does not stretch, slip or break and is good for ten thousand miles.

NOTE THE IDLER—

AUTOMATIC IN ACTION.

ADJUSTED BY RIDER AT WILL.

HIGH GRADE AGENTS WANTED.

E. R. THOMAS MOTOR CO., 1205 Niagara St., Buffalo, N.Y.

AUSTRALIAN AFFAIRS

Taylor and the Germans Awaken Things and Help Trade—Regarding Gears.

Melbourne, Feb. 27.—We have had quite a plethora of racing here during the last six or eight weeks. Robl and Dickentman, the two Continental crack pace followers, paid us a visit, and the outcome of it was that they entered into an engagement with the Melbourne Bicycle Club for one month, during which they gave us a number of exhibitions behind pace. They raced each other behind their own motors (they brought out five machines and six men), and it must be said that the racing was of a very good class. Moreover, it was quite a novelty to the Australian public, and there were some good attendances. Unfortunately we had no track capable of carrying the pace which the motors could attain, the last mile being registered in 1:27 4-5, while the fastest mile of Robl's was 1:33 (Australian record). To change the monotony local men were pitted against the two champions, but the latter were victorious invariably. In fact, Rohl suffered but one defeat while in Melbourne, and that by Dickentman, to whom he had conceded 175 yards in a ten-mile race. Unfortunately he seemed to take this beating with bad grace, and showed it by beating out of sight almost all the competitors against whom he raced in subsequent events. "Major" Taylor was one of those. Our men, as a rule, made rather a poor show against the Germans, but which could not be wondered at, seeing that this class of racing (pace following) was quite new to them. A fortnight ago the foreigners left for Sydney, the capital of New South Wales, and there held a series of motor paced races and motor contests, but which were not so well patronized as in Melbourne. If, as it was stated, their visit to Victoria was unprofitable, that to New South Wales was disastrous. They sail for Germany this week. Robl brought out with him a beautiful Benz motor car of 12 horsepower, and certainly one of the best ever seen in the commonwealth. He used it a good deal, much to the local policemen's concern and disgust, who hitherto were quite unused to the rapid, but safe, pace of Continental motorists. This car found a ready and eager purchaser in this city, who paid Robl a sum exceeding \$2,500 for it. While in Sydney he further reduced the Australian mile record, the new figures being 1:28 2-5. The fastest mile by the motors was 1:18 1-5.

"Major" Taylor performed very creditably in Sydney, but the last meeting of the carnival was conducted for the greater part in a pouring rain, through which 25,000 people stayed to see the colored champion com-

pete. His toughest opponent was "Don" Walker, who met him on several occasions, but toward the latter end of the tournament, as Taylor gained form and condition, he beat Walker comfortably. He was a great draw at the meetings, and if the March carnival is as well patronized the management will not regret paying Taylor \$7,500 for coming here. Unfortunately for the negro and the Melbourne public, he caught a chill after racing in the rain, and, coming south to Melbourne almost immediately after, where the weather was at the time phenomenally cold for midsummer, Taylor contracted influenza, and, although he attempted to race, he was far from doing himself justice, and was beaten at the race meeting on Foundation days, January 24 and 26. Since then the promoters matched him against Robl for pace following contests, but this being out of his line (at present), he suffered defeat on every occasion, though, of course, he had not properly recovered. It was only last Saturday, February 21, that he regained his normal health and condition, and in a match against Donald Walker for a purse of \$500 over three distances—half-mile and two one-mile events—he beat him with ease in the first two tests, hence the third was not run. They met subsequently in a half-mile scratch race, and both outpaced the field in their sprint for the line, Taylor seemingly allowing Walker to come up just before the line was reached and a dead heat resulted. This was afterward explained by Taylor, who said he could not see the line and thought he had passed the mark when he eased up. This was quite likely, as during the afternoon several heavy showers fell, washing much of lines and numbers off. Taylor makes his last appearance in Melbourne on February 28, whence he journeys to Sydney, and after competing in the big meeting in March will probably ship direct for the States.

The appearance of these cracks quite stirred up cycling here, but whether they are the direct cause of an improvement in trade circles it is difficult to say. There is, however, a rally, many of the stores being busy with both imported machines and those locally assembled. As in the past, the wheels built here are mainly from English components, though we occasionally catch a glimpse of one constructed from American parts. Although free wheeling is extremely popular, there are still some thousands of riders who have not yet adopted the coaster. Those in the trade do not seem to push the device as well as they should and never think of asking a customer whether he has this useful adjunct fitted. Many people cannot yet see the advantage of it, while a few consider it to be a bit of show—such as a trick rider might adopt—never taking it seriously. The volume of trade is greater than for the last few years, and, although buoyant, could be made infinitely better by a little more push.

Another device, and a still more useful one than the automatic coaster, which is grow-

ing in favor, is the variable gear. The "Hub" two speed gear is the most in evidence, and had the manufacturers but a properly constituted agency the business would be increased tenfold. As it is, while the price of the hub in England is \$10.50, it costs here, wholesale, \$20. The dealer then wants at least \$25 for it built up and fitted in his customer's machine. This high price has made many prospective purchasers halt; the price of one wheel costs almost half the sum for which a good machine may be purchased. However, I believe that the variable gear, together with the free wheel, is the coming thing, and shall ere many years are past form part of the standard equipment of the bicycle. I have used the two speed device for close upon three years, and would not now be without it. It is a boon in every sense; it offers greater variety while wheeling; it lessens the labor when one feels out of sorts and disinclined to exert himself; it nullifies hills and enables one to push through or against head winds, which, with the ordinary gear, would be a hardship. The combination of gears which I use are 77—58. I can attain as fast a pace with 77 in. as I care to go—from upward of twenty miles an hour downward—while with 58 ins. it is a very steep hill or strong head wind that conquers me. There is an automatic free wheel at high gear, while with the lower the gear is fixed, which arrangement is excellent in practice, notwithstanding what a few riders may say against the theory of having a free and fixed gear on the one machine. Through heavy traffic over rough or sandy roads and night riding the fixed low gear shows its best features.

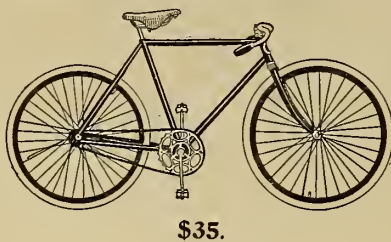
I notice in the current numbers of the *Bicycling World* that H. H. Wheeler advocates not only with fixed gear, but with a triplex gear, the use of abnormally high gearings. But I have found, after the 18,000 or 20,000 miles of travelling with the two speed hub, that such a big difference between the gears is a mistake, and while it may suit him a more moderate range would satisfy the very great majority of riders. He seems to take a delight in recounting his journeys with abnormally high gears, but the times would indicate that much better performances could be shown with a rational gear. Of course, we can all use ourselves to push a high gear; the muscular system is very accommodating in that way, and if that were all that could be said against the use of high gears—that they make one very tired—little harm would result. The great danger of driving what is understood as "high" gears is that it affects the heart. A man may use his 120 or 150 or even higher gear with impunity for years, but nature will take it out of him all the more surely later in life, for the heart can only perform a certain amount of work and no more. The advocacy of low gears tends to improve cycling as a pastime, and with very few exceptions no beginner starting to ride with a high gear will ever learn to pedal properly. His thrust is more or less always a labored plug.

YOU CAN'T GO WRONG
IF YOUR CHOICE
IS A
Reading Standard Bicycle

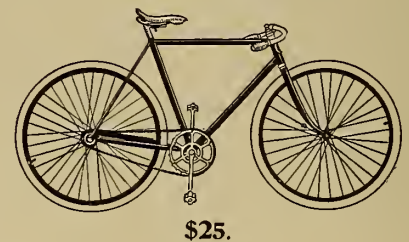
WHETHER IT BE A

RACER,

Light Roadster,



Roadster,



YOU ARE SURE OF A BICYCLE

THAT IS

Unexcelled in Simplicity, Efficiency^{and} Economy.

Reading Standards are good, honest Bicycles, conscientiously built to sustain a reputation of which we have reason to be jealous. There is nothing about them designed to "catch" the unwary buyer. They will withstand the most critical examination.

OUR CATALOG IS FILLED WITH TERSE TRUTHS THAT WE BELIEVE WILL INTEREST YOU.

**READING STANDARD CYCLE MFG. COMPANY,
READING, PA.**

Semi-Reorganization of C. R. C. A.

Through the activity of the Century Road Club Association a revival of cycling in and about Chicago is now likely this spring. The movement to organize a Western division of the association there, which was noticed in the *Bicycling World* after the meeting for that purpose was held at the Sherman House on March 13, has been thoroughly successful. Although it was before a national body, and had a group of members in St. Paul, Minn., and a scattering membership in other States, the association was known chiefly as a New York organization, because most of its members were in New York City and Brooklyn. Now, with a very substantial membership in Chicago, it may well plume itself upon being a national body.

The new division has enrolled over 150 members, making the entire membership of the association somewhat over 800. It is the intention of the Western division to follow as closely as possible the plans followed by the Eastern division, which have heretofore been very successful, and have done much to promote the sport.

The Eastern body, which has been run by the national officers, will now be a division in itself, distinct from the national body. R. A. Van Dyke, president of the national organization, will retain that office and be centurion of the Eastern division, with H. S. R. Smith as secretary-treasurer. Vice-President Judd, of Chicago, will be centurion of the Western division, with a secretary-treasurer yet to be elected.

Among those prominent in the Western division are H. S. Judd, R. J. Lyle, George Leander, winner of the last six day race; "Jed" Newkirk, who was second in the same race; "Joe" Nelson and Fred Nelson.

The Eastern division will promote the Irvington-Millburn road race this year, and will try to make a record breaker.

On the same day the Western division will run a hundred-mile record race in Chicago, perpetuating what was formerly the Pullman road race, in which leading cyclists will take part, and to which the Eastern division will probably send a delegation of riders.

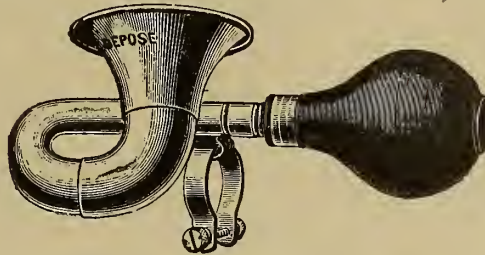
Durability of Rubber Pedals.

In support of the argument in favor of rubber pedals, there comes forward a man who has ridden more than 95,000 miles, Thomas W. Davis, of Peoria, Ill., of whom a sketch is printed on another page. He is a steady and what might be called a hard rider, inasmuch as he puts in an occasional century, and for a couple of years averaged more than 1,000 miles a month. Yet he is an earnest advocate of the rubber pedal as against the rattrap form. He finds them easier to the feet, and, though he rides without toeclips, he has no trouble with his feet slipping, because he pedals properly. He says that he always likes to feel his feet free, as he frequently has occasion to

slide off backward to avoid accident. As to the durability of rubber pedals, Mr. Davis rode one pair 25,202 miles.

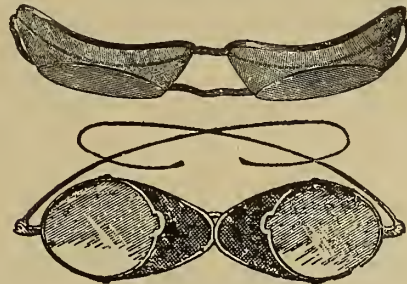
Horns and Goggles for Cyclists.

Since the advent of motor cars and motorcycles the use of horns instead of bells on even motorless cycles has given strong symptoms of attaining at least a degree of popularity. On the roads around New York, at least, the cyclist who has not only a horn on his bicycle, but who wears the lighter forms of goggles affected by automobilists,



is not an infrequent sight. They are not the "butterfly" riders, but the hardy road riders and century grinders who get out into the country where the dust flies.

During a recent visit to Paris, where the horned and goggled cyclists are numerous, Emil Grossman, of No. 335 Broadway, this city, foresaw a similar condition in this country, and prepared to meet the demand. He brought over with him a plentiful and varied supply of the articles, and because



of spot cash purchases is able to quote prices in this country that are low enough to meet all pocketbooks. He has horns of all sizes and shapes, but that which he says is in most general use by cyclists abroad is shown by the accompanying illustration.

The goggles which are most popular are also here illustrated; the one made on the spectacle plan has a removable screen or mica protector, and is supplied with either white or dark glasses. Grossman's prices to the trade on these articles are astonishingly low. He has, of course, the larger and more pretentious masklike patterns also.

Among other things, Grossman brought over a spark plug specially designed for motor bicycles, and several styles of wire terminals, on which his prices also are uncommonly interesting.

While the motorcyclists have slept the lawmakers of New Jersey have been busy, and, perhaps, hasty. It remains to be seen what the motorcyclists will do about it, editorially remarks the New York Sun in commenting on the onerous exactions imposed by the "automobile bill" passed in New Jersey last week.

Any Rider

Can "get a line" on the policy of any bicycle manufacturer and on the quality of the bicycle he produces by specifying, as a part of the equipment,

..THE..

PERSONS

SADDLE



That saddle is a great deal better and costs a little bit more than any other and no bicycle manufacturer who claims to make a

High-Grade Bicycle

And WHO DOES it, will refuse to supply it.

Specify the PERSONS and judge the bicycle and its manufacturer accordingly. It is an unfailing tell-tale.

Persons Mfg. Co.,
WORCESTER, MASS.

Bicycles in the National Museum.

In the National Museum at Washington there is to be found a collection of bicycles and velocipedes embracing, it is said, every distinct pattern that has ever been made. It begins with the old celeriferie of 1800, and concludes with one of the latest gasoline motor bicycles.

Now that the collection has been completed Dr. Maynard, curator of mechanics and electrical appliances, will place the series upon exhibit as soon as he can obtain the necessary floor space.

The museum's collection was completed only last week, when the Rev. G. A. Wilson, of Washington, presented it with what is described as a Victor ladies' bicycle made in 1883, and said to be the first of the kind ever made.

There is considerable error in the statement, however. The Overman Co. did not make a ladies machine until 1890. A ladies' Columbia made its appearance in the same year, while a ladies' Rambler preceded both, it having been marketed in 1889. Consequently either the date of the Victor now in the museum is wrong or—an unlikely supposition—it is a tricycle instead of a bicycle. It will be remembered that the Overman Co. brought out their tricycle in 1883.

It is interesting to recall that ladies' bicycles first made their appearance in this country in 1887. It was long a controversy whether the Dart, made by the Smith Bros., or the Psycho, built by Starley Bros., Cov-

entry, to the order of the Capital Bicycle Co., could legitimately claim the honor of being the first of the long line of women's wheels. In either case, and it never was settled to the satisfaction of both sides, the honor belonged to Washington, the smooth asphalt streets of that city early leading to the introduction of drop frame machines.

In the three wheeled form, both singles and tandems, drop frames were in use several years earlier. But it was hard work pushing them, and not until the drop frame two wheeler came out did the pastime become popular with ladies.

Changes Name but not Nature.

Although the Royal Arcanum of New York have substituted the word "club" for that of "wheelmen" in their title, they propose to have an active riding season. The following road officers will have charge of the cycling affairs of the club: John F. Forsyth, captain; A. J. Reids, first lieutenant; W. C. Medhurst, second lieutenant; C. H. Smith, first sergeant; J. Chalmers, second sergeant; P. J. Kelly, third sergeant; W. F. Seaman and J. J. Heffernan, color bearers; A. A. Rosander and J. M. Aangus, buglers; Drs. George R. Freeman and T. K. Tuthill, surgeons.

One of the events of a recent race meeting in Melbourne was a three miles handicap for the ten worst riders in Australia. Some difficulty was experienced in making up the field, there were so many candidates for places.

Opening the Century Season.

Arrangements for the formal opening of the century riding season on Sunday, April 5, under the auspices of the New York State Division of the Century Road Club of America, are now completed. These informal centuries will continue every Sunday during the months of April and May, and will be under the guidance of experienced pace-makers.

The centuries will start at 8 a. m. from the Bedford Rest, Brooklyn, and will be over different routes. All cyclists in greater New York and vicinity are invited to participate on these runs. There are no entrance fees, and the pace will not exceed twelve miles an hour.

The first informal century on next Sunday will be particularly interesting, as there will be a road race home from the dinner stopping place at Hicksville. Only members of the C. R. C. of America in good standing will be allowed to take part in the race. There will be ten prizes awarded to winners immediately at the finish. The winner of this road race, of nearly forty miles, besides getting first prize, will have also the honor of winning the first long distance road race of 1903. There will be a silver loving cup awarded to the cycling club scoring the most points in the century.

State Centurion Veit has appointed the following pacemakers for the run: Chief pace-maker, Charles Shoenart, the national century champion of 1902; assistants, Wilson Higinson, Fred Mommer, Charles Schnepf and George Seward.

Bicycle Tires.**Mechanical Rubber Goods.****Pneumatic Carriage Tires.****Automobile Tires.****Solid Vehicle Tires.**

The Tires That Never Wear Out.

A few choice facts and some interesting figures for the asking.

INTERNATIONAL AUTOMOBILE & VEHICLE TIRE COMPANY,

Main Offices and Factory:

MILLTOWN, NEW JERSEY.

AMERICAN Clincher Rims

FOR THE

NEW UNIFORM CLINCHER TIRES

ARE

ELECTRICALLY WELDED

BY THE

Thompson Process

TO WHICH WE HAVE ADDED IMPROVEMENTS

AND ARE MADE OF

“Swedoh” Spring Steel

WHICH WE ROLL OURSELVES.

That is Why They Have Such a Large Sale.

Write for Prices to

AMERICAN TUBE & STAMPING CO.

BRIDGEPORT, CONN.

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| ★ | Star | Bridgeport | Star | ★ | | | | | | |
| Star | <p align="center">—1903—</p> <h2 align="center">B.G.I. PEDALS</h2> <p align="center">ONCE TRIED ALWAYS USED.</p> <div style="display: flex; justify-content: space-around;">   </div> <p align="center">ARE FAMOUS FOR</p> <table border="0"> <tr> <td><i>Quality</i></td> <td><i>Simplicity</i></td> </tr> <tr> <td><i>Durability</i></td> <td><i>Finish</i></td> </tr> <tr> <td><i>Easy Running</i></td> <td><i>and Style</i></td> </tr> </table> <p align="center">Send for Complete Circular—Mailed Free.</p> <p align="center">THE BRIDGEPORT GUN IMPLEMENT CO., 313-317 BROADWAY, NEW YORK.</p> | | | <i>Quality</i> | <i>Simplicity</i> | <i>Durability</i> | <i>Finish</i> | <i>Easy Running</i> | <i>and Style</i> | Star |
| <i>Quality</i> | <i>Simplicity</i> | | | | | | | | | |
| <i>Durability</i> | <i>Finish</i> | | | | | | | | | |
| <i>Easy Running</i> | <i>and Style</i> | | | | | | | | | |
| Star | Bridgeport | Star | Star | ★ | | | | | | |

For Immediate Delivery

WE have the largest and most complete assortment of bicycles, consisting of men's, women's and juveniles, of any house in New England, ready for immediate shipment. They were purchased early, and we are selling them at a price that will interest every dealer. If you desire to take advantage of this proposition, write at once, as April and May will be the banner months of the year.

Our stock of material and accessories is complete in every detail. Send for 1903 catalogue.

E. P. BLAKE & CO.,
57 Sudbury Street,
BOSTON, MASS.

Inner Tube Facts.

The prudent merchant should ascertain what we have to offer before tying up to some less responsible house.

THE SUPERIORITY OF M & W CONSTRUCTION NEEDS NO ARGUMENT,

and our Tubes cost no more than any other good quality of Tube.

Among the many attempted evasions of our patent, you may find some good article, but why take the risk?

**YOU KNOW THAT M & W TUBES ARE
GOOD, AND THE PRICES ARE RIGHT.**

We certainly make more tubes than anyone else, and we want your business.

LET US MAKE YOU QUOTATIONS.

MORGAN & WRIGHT, 331 West Lake Street, Chicago.
214 West 47th Street, New York.

Cheap Tires

have done much to ruin the Bicycle business. All who know admit this fact. Yet many Agents and Dealers continue to buy bicycles equipped with any old tire—or “stripped” so as to put on somebody’s “SPECIAL”; then they wonder why their customers take to walking.

Isn’t it time to wake up and apply common sense principles of ordinary business to the Bicycle business? To give your trade something that will retain their good will?

The tire is the vulnerable part of any wheel; if the tire is an inferior one, the rider soon becomes disgusted.

Why not give what you and everybody else knows to be the best tire value on the market?

“HARTFORD No. 80 or No. 77”

are better (if possible) than ever, and time has proven that they satisfy.

You can get them on your wheels if you demand them; if you cannot, let us know and we will see that you get them.

The Hartford Rubber Works Co.,
HARTFORD, CONN.

WHEELS WHEN YOU WANT THEM

WE HAVE THE LARGEST FACILITIES OF
ANY PLANT IN THE COUNTRY.

ARNOLD, SCHWINN & CO.,

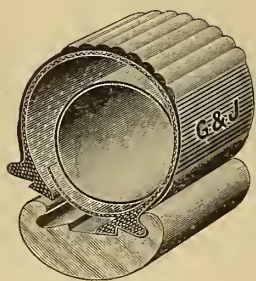
MANUFACTURERS OF

WORLD BICYCLES

JOBGING WHEELS A SPECIALTY

945-961 North 43rd Avenue, CHICAGO, ILL.

G & J TIRES



Are the best of high-grade tires; honestly made; backed by an honest guarantee. Don't forget that they may be had as the equipment for every make of high-grade wheel.

WE ALSO MANUFACTURE G & J DETACHABLE TIRES FOR
MOTOR CYCLES, AUTOMOBILES AND CARRIAGES.

G & J TIRE CO.

INDIANAPOLIS, U. S. A.

FOR
Anything in the **Sundry Line**
 TRY US.

We have the Goods
 and can quote the
 Prices that please.

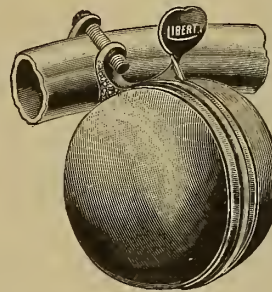
SPECIAL, BICYCLE HORNS

Wholesale only.

C. B. BARKER & Co.,
 93 Reade Street, NEW YORK.

**BE ON THE SAFE SIDE.
 OBEY THE LAW.**

Use bells as an alarm on your bicycles
 or motorcycles, and let your bell be the
 best one—the



LIBERTY CHIME

THEY HAVE NO EQUAL.

SOLE MANUFACTURERS
THE LIBERTY BELL COMPANY
 BRISTOL, CONN., U. S. A.

FREE

CINCH COASTER BRAKE HANGER

A Postal Card Will Fetch it.

RIGGS-SPENCER COMPANY,
 ROCHESTER, N. Y.

**QUALITY and PRICE
 CONSIDERED**

MOSSBERG

Cuckoo Chime
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STERLING
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ARE MATCHLESS.

Frank Mossberg Company,
 ATTLEBORO, MASS.

If it's Comfort and Pleasure



of cycling up-to-date its the Berkey Spring Seat Post, the only one that combines all the good and reliable construction. Ball bearings and cone adjustment does away with friction and side motion of saddle and provides for any adjustment, insuring long life and genuine satisfaction.

MADE IN ALL SIZES BOTH PLAIN AND INTERNAL EXPANDER, 6 AND 10 INCHES LONG.

Write for further information and Colored Sign Hanger, free.

All Jobbers have them. Berkey Spring Seat Post Co., Grand Rapids, Mich.

Popular the World Over and
Have stood the test of Time

Model A.



Model A, Adjustable Pocket Wrench



Model B, Adjustable Pocket Wrench



Model C, Adjustable Pocket Wrench

Finished in Black and Full Nickel Plated

CUTS ONE-HALF SIZE.

The Billings & Spencer Co., Hartford, Conn., U.S.A.

**YOU CAN'T AFFORD
TO BUY**

**Bicycles,
Tires.**

Sundries

OR

Motor Bicycles

Until you get our 1903 catalog
and prices. Send for them.

E. J. WILLIS, 8 Park Place, New York.

The Week's Patents.

723,352. Back Pedaling Brake and Coaster. Rollin Abell, Boston, Mass. Original application filed June 8, 1900, serial No. 18,508. Divided and this application filed Oct. 16, 1900. Serial No. 33,222. (No model.)

Claim.—1. The combination of a driven member having lateral clutching surfaces lying in planes substantially at right angles to the axis thereof; a driver member composed of a plurality of separate parts mounted between the said surfaces and having in the confronting faces of its parts juxtapositioned tapering roller ways with parallel bases; and a roller engaging said ways and adapted under forward rotation of one part of the said driving member to effect a relative lateral movement of the parts of the driving member and consequent driving engagement between the same and the driven member by frictional engagement between confronting lateral surfaces, substantially as described.

723,366. Vehicle Tire. William Clapp, Valparaiso, Ind. Filed Dec. 8, 1902. Serial No. 134,384. (No model.)

Claim.—1. A protector for pneumatic tires consisting of a ribbon of metal curving transversely and longitudinally and having spaced apertures along its edges, and an inclosing fabric covering upon both sides and extending beyond both edges of the metal ribbon, and secured thereto by stitches through said apertures and the covering, and embedded in the material of the tire, substantially as described.

723,408. Bicycle. William Robinson, Brooklyn, N. Y. Original application filed Nov. 15, 1897. Serial No. 658,638. Divided and this application filed Dec. 17, 1902. Serial No. 135,545. (No model.)

Claim.—1. In a bicycle, the combination of a driving wheel provided with a hub consisting, essentially, of a supporting shaft, a driving or gear sleeve supported rotatably thereon, an outer or wheel hub supported rotatably on said gear sleeve and provided with a brake drum, means for automatically clutching together said gear sleeve and outer hub for driving the wheel and releasing said hub for coasting, means for driving said wheel forward, brake mechanism applicable to said brake drum for braking, a driving or crank shaft provided with a brake actuating clutch, and means for connecting said clutch to the brake mechanism.

723,486. Bicycle. Charles E. Pierce, Buffalo, N. Y. Filed March 4, 1902. Serial No. 96,604. (No model.)

Claim.—1. In combination with a frame, a spring in the rear brace, rear forks and rear

fittings, of pivots interposed between the rear forks and the rear fittings, comprising pivot pins secured to the rear ends of said rear forks and to the front ends of said rear fittings so that they lie substantially parallel to the length of the machine and links having parallel borings engaging said pivot pins substantially as and for the purposes set forth.

39,990.—Bicycles, Tricycles, and parts thereof. Aurora Automatic Machinery Company, Aurora, Ill. Filed Aug. 11, 1903.

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Platinum a Precious Metal.

There is no more precious metal in existence than platinum, which, in minute particles, is used for the ignition devices of motor bicycles. The raw metal costs 13,000 rubles per pood (thirty-seven pounds). Although the refining process costs no more than 300 rubles per pood, the refined material is sold in Russia and most other countries for about 25,000 rubles per pood, which price is maintained only because of the large demand and the scarcity of the metal. A ruble is equivalent to 51½ cents.

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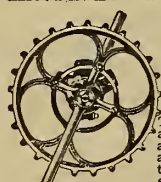
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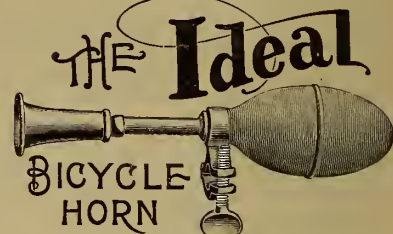
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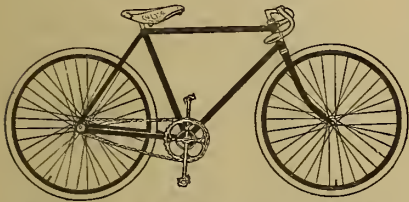
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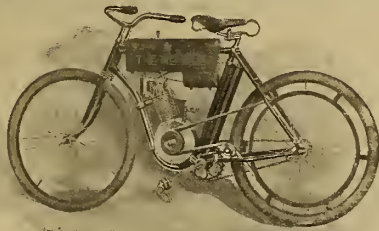
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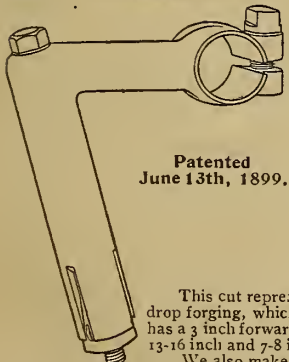
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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, April 11, 1903.

No. 2

COURT NAMES APRIL 20

**Will then Act on Pope Offer for A. B. C.—
What Offer Includes.**

Monday, April 20th, at 10 o'clock a. m., is the date and time set by Judge Kirkpatrick of the United States Circuit Court of New Jersey when any objecting creditor or stockholder of the American Bicycle Company shall appear and show cause why the Court should not accept the offer of the Reorganization Committee, acting for the Pope Mfg. Co., although, of course, the latter name does not appear. It is not expected that any objections will be lodged and that the decree authorizing the receivers to make the sale will issue on that date.

According to the petition filed by the receivers, the acceptance of the \$3,500,000 offer (which it is stated is a larger amount than can be realized at public sale) will permit of the payment of about 35 per cent. of the creditors' claims—that is, the creditors of the American Bicycle Co.

The receivers' inventory, dated March 18, 1903, places the value of the A. B. C. assets in the New Jersey district at \$4,388,889.13, which is made up chiefly of personal property aggregating \$3,970,487.13, which includes a claim of \$325,000 against the Rubber Goods Mfg. Co. and patents, trade marks, trade names, licenses and contracts valued at \$75,000.

After agreeing to assume the obligations of the receivership as fixed by the Court, the offer of the Reorganization Committee says :

"It is understood that upon payment by us of your outstanding receivers' certificates amounting to \$500,000 principal, we shall become entitled not only to the stocks pledged as security therefor, but to all claims and demands of the receivers against the Federal Manufacturing Company and the International Motor Car Company held as additional security for such certificates.

"The real property mentioned in the inventory is not included in this offer, but it is expected by the committee that such portions thereof as have not already been sold will be offered for sale at public auction under proper decrees of the Court, and the

proceeds of sale applied to the payment of any expenses of the receiverships in the courts of ancillary jurisdiction, and to the payment of dividends upon the claims of debenture holders and creditors of the American Bicycle Company, including the debentures held by this committee.

"This committee will pay and discharge such portions of all the lawful debts and obligations of American Bicycle Company as shall not be paid by the dividends, excepting the debenture bonds and the coupons appertaining thereto, and also excepting all liabilities and obligations of any and every corporation whose business and assets were acquired by American Bicycle Company in 1899, which liabilities and obligations were assumed by American Bicycle Company and which that company agreed to pay; and also excepting all liabilities and obligations under every contract or agreement which the committee shall elect not to acquire; a list or schedule of the undisputed claims against said company to be furnished by you to the committee. The committee, or the new company to which it is proposed to transfer the title to the various properties, will undertake the defense of all claims which are contested excepting claims not assumed by the committee or by such new company.

"With regard to all lawful debts of American Cycle Manufacturing Company, for or upon which American Bicycle Company is secondarily liable as endorser or otherwise, this committee proposes to purchase from the owners thereof all of such debts as are admitted by American Cycle Manufacturing Company and American Bicycle Company to be correct, and which are not or shall not be contested, and also to purchase from the owners thereof all of such debts as are or shall be contested, and which shall be adjudicated by any court of competent jurisdiction to be lawfully due and payable.

"In case by reason of allowance by the Court of claims against American Bicycle Company not included in the ascertainment by the receivers of the dividend rate, it shall become necessary to readjust the amount of the dividend, the committee or the new company to be created by it to acquire title to the property will, when and as required by the Court, pay into the court the sums necessary to pay the readjusted dividend on such claims.

"All expenses, Government taxes or annuities and fees required to be paid for, or in and about conveying or assigning to the committee or its nominee every Letters Patent of any foreign country, and every trade mark or trade name of any foreign country included within the assets of American Bicycle Company, and for and in and about the preparation, execution and recording of every assignment for such purpose shall be paid by the committee or its nominees."

ALL DIFFERENCES ADJUSTED

**And Meeting of Manufacturers will Occur
this Month—Pool in Doubt.**

It is now practically assured that the differences growing out of the bottom bracket patent, which caused a sudden postponement of the meeting of the Bicycle Manufacturers' Association which was to have been held on Monday of last week, have been satisfactorily settled.

Before the telegrams announcing the postponement of the meeting had been sent, several members of the association had reached the city, and it was in the preliminary discussions that the bottom bracket discussion arose and made it appear that the meeting would lack harmony if held at that time. On Saturday, Sunday and Monday the Cycle Trades' Protective Association—the defendants in the bottom bracket suit—were in session, and it was on Monday, after several of the members were seen to issue from the Park Row Building, that it came out, more or less guardedly, that an amicable understanding had been reached.

No date has been set for the postponed meeting of the Manufacturers' Association, but it probably will occur during the week of April 20th. The sale of the American Bicycle Co. will, it is expected, be consummated on that date.

That the projected pooling and classification arrangements will be effected as originally planned is now a debatable question, but that the association will agree on several vital matters of moment to the trade, minimum prices and publicity, for instance, there is every reason to believe.

Two Foreign Buyers Here.

Joseph Friedenstien, of the South British Trading Co., and Ernest Brown, of Brown Bros., Ltd., London, are in this country on their annual pilgrimages. Both gentlemen left for the West this week,

VALE IRVINGTON-MILLBURN

End of Classic Race Comes With Unexpected Suddenness—Cause of its Abandonment.

After surviving the vicissitudes of many years when it was thought that it must cease to be run, the grand old Irvington-Millburn road race, the cycling Derby of America, seems about to take its place in history as a thing of the past.

The Century Road Club Association, which had planned to run it this year, has abandoned it because of the overexacting demands made by the Essex County (N. J.) officials as conditions for granting permission for the race. Whether any other organization will take it up and run it is at this time problematical. It is safe to say that no club or other body will run the race if required to give the same sort of a bond that was asked of the Century Road Club Association, and it is very doubtful if there is any relenting on the part of the authorities.

The Century Road Club Association, acting in good faith, filed the usual formal application for permission to run the race, and it was accompanied, as has been customary, by a formal letter signed by Daniel M. Adee, chairman of the C. R. C. A. law committee, stating that the association would not hold the Freeholders nor the towns responsible for any accident that might occur because of the race. Mr. Adee went to New Jersey a fortnight ago and spent a day with the county officials explaining that the race is not a money making venture, but is perpetuated chiefly out of sentiment.

On Monday the Committee on Roads and Assessments of the Essex County Board of Chosen Freeholders reported in favor of granting the permission. R. A. Van Dyke, president of the Century Road Club Association, was present before the board at the time, and the naming of the conditions with which his organization must comply in order to receive the permission was left to the president, Freeholder Ogletree, of West Orange.

Although Freeholders Eager, of Millburn, and Harrison, of Irvington, were both very much in favor of the race because the 20,000 spectators it attracts always leave several thousand dollars behind them, President Ogletree seemed decidedly opposed to it. The conditions he named were: First, the promoters must obtain permission separately from each of the towns along the course. This was agreed to, as it was assured beforehand. Second, it was stipulated that the promoters must themselves keep the road open for trolley cars and traffic of all sorts. This, Mr. Van Dyke protested, was unreasonable, as the road had always been closed before for two hours; besides, he argued, it was the duty of the police to keep the road clear and not of any other body of

men. As it was understood, however, that the stipulation of keeping the road open is a formality, asked every year in order to protect the Freeholders, the argument was dropped. Technically the Freeholders do not authorize the road to be closed, but the trolley company voluntarily ceases to operate its cars over the course during the race, and wagons are regulated by the police so as to be kept out of the way of the riders.

The third stipulation was the one upon which the split came. President Ogletree said that the C. R. C. A. must sign a legally drawn bond to be responsible for all damage done in any way during the race, and defend all suits that might be brought. This President Van Dyke flatly refused to agree to. He said he had no right to bind the members of the association, which is a New York State corporation, to any such responsibility, and that to do so would be to invite suits from every farmer along the road who pushed out a sick hen or dog to be run over. He suggested that the racecourse would be overrun with shyster lawyers eager to make cases on the flimsiest pretext. President Ogletree was obdurate, and so was President Van Dyke, so they parted with the understanding that the race could not be held.

President Van Dyke said afterward that it was a great pity that the race could not be held, as the association had made considerable progress on the arrangements and everything pointed toward the race being a greater success than ever. The people living along the road are more enthusiastic than usual. They say that there has been more bicycle riding over the road this spring than at any time since 1896, and consequently the hotels are looking for business from cyclists and are confident of a bigger race. The association's committee on the race has received pledges for contributions toward the prize money, from hotel keepers along the road, amounting in total to \$183. This is \$20 more than was obtained in any one of the last three years, and there are seven hotels yet to be called upon. Donations of prizes and entries had also begun to be received when the trouble arose and the race was called off.

President Van Dyke said on Wednesday:

"The only hope I can see now is that of the race being run by the Bay View Wheelmen, of Newark. We are willing to turn over to any club or person who will run the race the result of all we have done and help them all we can to make it a success. The Bay View Wheelmen wanted to run the race, but stepped aside for the C. R. C. Association. The two organizations are on very friendly terms and I have written to the captain of the club, F. L. Roemer, asking him to bring the matter up before the club at its next meeting and see if it will not take up the race. I know very well that the club will not take it on the terms under which it was offered to us, but there is a prejudice in New Jersey against the C. R. C. Association because it is a New York

corporation. The Bay View Wheelmen is a club that has 700 members right in Essex County, and I thought they might be able to make reasonable terms with the Freeholders when we could not."

On Thursday D. M. Adee of the C. R. C. Association said:

"From what I have heard, President Ogletree, of the Board of Freeholders, will not relent, and the Bay View Wheelmen will not run the race. I infer from what I can gather that there is a desire to stop the holding of the race annually, but it is desired to do so without arousing the resentment of the hotel keepers and others along the route by a positive refusal, and so the method of offering permission under unacceptable conditions was adopted. The road is very different now from what it was a few years ago. It is now a much used highway instead of a little frequented country road, and the Freeholders are really open to severe criticism for allowing a race to be held on it. That is the milk in the cocoanut, I believe. I think the best thing to be done is to resign ourselves to the fact that the Irvington-Milburn has been crowded out by the march of increasing population and look for some suitable course for a substitute race. It would be a good thing, I think, to do this and, if possible, to use the name of Irvington-Milburn in some way in connection with it, so as to show that it is the offspring of the classic event and a memorial of it."

Hill Climb Fixed for May 30.

The New York Motor Cycle Club has set Decoration Day, Saturday, May 30, as the date for its open hill climbing contest. The hill itself has not yet been definitely selected, although the choice has narrowed down to two grades in upper New York City. It is probable that the hill climb will occur in the forenoon, and, if satisfactory arrangements can be effected, a 25-mile race or an hour's race will be held in the afternoon on a nearby track. Entry blanks may be obtained from Captain Raymond Douglas, 107 West Eighty-second street.

Lillian Russell's Twelve Bicycles.

"Send at once for my twelve bicycles; I want them all thoroughly overhauled." This was the message received one day last week by an uptown dealer from none other than Lillian Russell, the prima donna. Of course the fair Lillian herself uses but one of the twelve bicycles—and she uses it religiously to keep down her averdupois—the remainder forming part of her "stable" for the use of the guests who throng her summer home.

To Keep Dust off Motorcyclists.

It would be a much desired contribution to the cleanliness of the riders did those manufacturers of motor bicycles who carry their mufflers parallel to the lower tube of the frame either find another location for them, or at least cease to incline them toward the road. In the latter position every puff of the exhaust throws up a corresponding puff of dust which, in the course of an hour's ride, literally covers the rider's legs.

TEN NEW DIRECTORS

Rubber Goods Mfg. Co. Makes the Change and Reports Itself Free From Debt.

At the annual meeting of the stockholders of the Rubber Goods Manufacturing Co., held in Jersey City on Thursday, these ten new directors were elected: Talbot J. Taylor, James B. Taylor, Harry Keene, Charles H. Dale, Lewis D. Parker, Ernest Hopkinson, Frank W. Eddy, Charles A. Hunter, William T. Cole, H. Carroll Winchester. The new directors took the place of the following, who retired: A. F. Swan, W. A. Towner, Alvah Trowbridge, W. R. K. Taylor, A. Y. Whitman, J. A. Murray, H. W. Turnbull, Eugene Underhill, John D. Morris and John H. Hammond. The change in the personnel of the board, it was officially stated, does not mean any change in the company's control, which was acquired some time ago by interests represented by Talbot J. Taylor & Co. Most of the new directors are practical rubber men. It was the opinion of the Taylor management that it would be to the best interest of the company to have the board thus constituted, and accordingly men connected with the various subsidiary companies were chosen directors.

The financial report, covering the operations of the company for the year ended December 31, 1902, shows a gain in gross earnings, after repairs and maintenance, of \$353,990, but as the amount set aside for depreciation and sinking fund increased \$550,825 and that paid out for dividends was larger by \$208,776, there was a deficit of \$228,974, against a surplus of \$176,637 the previous year. Less amount owned by stockholders other than the Rubber Goods Manufacturing Co. was \$22,606, making the total deficit \$251,580, against a surplus of \$128,983 the year before. The total surplus is now \$469,603.

The detailed financial statement of the company for the fiscal year, including the constituent companies, follows:

| | 1902. | 1901. | Increase. |
|--|----------------|-------------|------------|
| Gross earnings after repairs and maint.... | \$2,252,954 | \$1,898,964 | \$353,990 |
| Depre. and sink. fund. | 803,204 | 252,379 | 550,825 |
| Net earnings..... | \$1,449,750 | \$1,646,585 | *\$196,835 |
| Dividends..... | 1,678,724 | 1,469,948 | 208,776 |
| Balance..... | Def. \$228,974 | \$176,637 | \$405,611 |
| Owned outside Co..... | 22,606 | 47,654 | *25,048 |
| Total deficit..... | \$251,580 | \$128,983 | \$380,563 |
| Previous surplus..... | 721,183 | | |

Total surplus..... \$469,603
 *Decrease. †Surplus.
 †Of the dividends there was paid to stockholders other than the Rubber Goods Manufacturing Company \$108,321, as compared with \$107,124 in the previous year.

The general balance sheet as of December 31, with comparisons, shows:

| | 1902. | 1901. | Decrease. |
|----------------------------|--------------|--------------|-------------|
| Assets— | | | |
| Cash..... | \$56,619 | \$74,323 | \$17,704 |
| Mortgage notes..... | 31,000 | 15,000 | *16,000 |
| Accounts and bills re..... | 205,537 | 876,857 | 671,320 |
| Treas. stock at cost..... | | 292,443 | 292,443 |
| Plants owned..... | 121,027 | 110,856 | *10,171 |
| Secur. of other Co.'s..... | 24,808,250 | 24,928,647 | 120,397 |
| Total..... | \$25,222,463 | \$26,298,126 | \$1,075,663 |
| Liabilities— | | | |
| Bills payable..... | | \$450,000 | \$450,000 |
| Accounts payable..... | | 650,984 | 650,984 |
| Capital stock..... | 24,393,100 | 24,993,100 | 600,000 |
| Surplus..... | 229,363 | 204,042 | *25,321 |
| Total..... | \$25,222,463 | \$26,298,126 | \$1,075,663 |
| *Increase. | | | |

President Swan in his report to the stockholders states that a year ago the company was owing a large amount of bills and accounts payable amounting to \$1,100,000. This has all been liquidated and the company is entirely free from debt. There has been charged off for maintenance, repairs and depreciation the total of \$685,830, which is considerably more than the three preceding years combined.

or the fifteen months ending March 31, 1903, the income from dividends was \$1,570,403; interests account, \$840,584; net earnings, \$729,819; dividends paid, \$704,497; surplus, \$25,322; previous surplus, \$204,042; total surplus, \$229,364.

Mapped Out for Mitchells.

How strong is the demand for increased power in motor bicycles is evidenced by the demand for the Wisconsin Wheel Works' Mitchells. W. Mitchell Lewis, the head of the concern, was in New York last week, and while here stated that although making two models, one of 2-horsepower and the other the 4-horsepower Mitchell Mile-a-Minute, the call is for the latter in a 4 to 1 ratio.

Mr. Lewis is full of enthusiasm over the new model, and has a programme in mind that will demonstrate its qualities beyond doubt. Not only does he propose that the new Mitchell shall make good its sobriquet, but he predicts that it will also place the 24-hour record at 1,000 miles, or so close to it that that figure will be made uncomfortable; in addition it will be sent up Mount Washington before the summer is far gone, and Mr. Lewis has not the faintest doubt that it will accomplish the eight-mile climb without a skip; indeed, as a climber, he says it is a revelation.

The first of these new Mitchells was received this week by the New York agents, H. Allmen & Co., 3 West Ninety-third street, who, by the way, are probably the only exclusive motor cycle agents in this country, if not in the world, and they are ready to give demonstrations for the benefit of all comers.

Where Racycles Mark the Rich Man.

The Racycle has not only caught the Japanese fancy, but the use of one there gives to the rider a distinction peculiar to itself. Manager Walburg of the Miami Cycle & Mfg. Co., who was in the city a day or two since, said that the demand from the Orient had actually surprised him, being not only of large proportions, but for the most expensive model.

"Our agents in Japan write us," he added, "that over there the Racycle is known as 'the rich man's wheel.'"

Motor Outfits in Demand.

The A. Clement Cycle Motor and Light Carriage Company, of Hartford, Conn., are working overtime to meet the large demand for the attachable Clement motor bicycle outfit. It follows that Sales Manager Henley is more than pleased, in fact, he is very much elated over the fact that a large number of jobbers, including the American Cycle Manufacturing Company's sundry department, whom he induced to catalogue the motors, find the demand beyond their anticipations.

FREE ON STEAMBOATS

Gov. Odell Signs the Bill Requiring New York Craft to Carry Bicycles as Baggage.

The bill introduced by Assemblyman Dooling requiring steamboats to carry bicycles as baggage, the same as railroads do, has finally become a law. This is a measure that has been persistently advocated by the Associated Cycling Clubs of New York, and one which Alderman Joseph Oatman, president of the associated clubs, went to Albany to look after. It was introduced into the legislature last year, but defeated by the steamboat interests. It was passed at this session without much opposition. For a few days cyclists were kept in suspense, fearing that Governor Odell, who is said to have steamboat interests, might not sign it. He did sign it on April 4, however.

The bill is officially known as No. 600,954. The full text of it is as follows:

"An Act to afford the same facilities to passengers for the transportation of bicycles by steamboats as is afforded by railroads.

"The People of the State of New York, represented in Senate and Assembly, do enact as follows:

"Section 1. It is hereby made the duty of the owners or lessees of any steamboat, or line of steamboats, except ferryboats navigating the Hudson River, or any other waters within the jurisdiction of this State, to receive and transport the bicycle of any passenger as ordinary baggage. A check, of convenient size and form, plainly stamped with numbers, and furnished with a convenient strap, shall be affixed to such bicycle when so taken for transportation for a passenger by the agent or employe of such owners or lessees and a duplicate thereof given to the passenger or person delivering the same to him. Such bicycle shall be transported as baggage and subject to the same liabilities, and no such passenger shall be required to crate, cover or otherwise protect any such bicycle. Such bicycle shall be delivered without unnecessary delay to the passenger, or any person acting in his behalf at the place to which it was to be transported, or at a regular intermediate stopping place, upon notice to such agent or employe of such owners or lessees, in whose charge such bicycle shall have been given by such passenger, of not less than ten minutes, upon presentation of such duplicate check to such agent or employe of such owners or lessees.

"Sec. 2. The object and intent of this act being to compel the owners or lessees of any steamboat, or line of steamboats, navigating the waters of this State to furnish, without further charges other than the customary fare generally paid such owners or lessees as compensation for transporting any passenger and his ordinary baggage, the same facilities to passengers going by boat, to or from any point or points in this State, as is afforded those who go by railroad.

"Sec. 3. Any person or persons, partnership or corporation violating the provisions of this act shall be guilty of a misdemeanor, and upon conviction thereof, shall be punished by a fine of not less than two hundred and fifty dollars, or by imprisonment in a county jail for a period of not less than thirty days, or by both such fine and imprisonment.

"Sec. 4. This act shall take effect immediately."



Makers of —
Good Bicycles Only.

National Cycle Manufacturing Co., BAY CITY,
Mich., U. S. A.

THIS may seem like
“a message from
Mars,” but it’s not.

We do not make as
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once did, but they are
just as good as ever.

It would surprise you
to know how many we
sell annually.

Man or Motor Propelled Bicycles

Will be found to run easier and
at less expense if equipped with

FISK TIRES.

A LETTER OR POSTAL WILL TELL YOU WHY.

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604 Atlantic Ave.

SPRINGFIELD,
40 Dwight St.

NEW YORK,
83 Chambers St.

PHILADELPHIA,
916 Arch St.

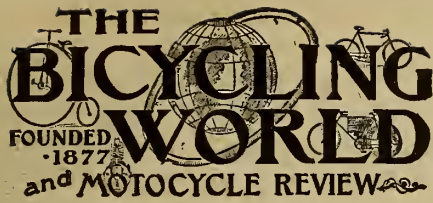
CHICAGO,
52 State St.

SYRACUSE,
423 So. Clinton St.

BUFFALO,
28 W. Genesee St.

DETROIT,
254 Jefferson St.

SAN FRANCISCO,
114 Second St.



In which is Incorporated
"The Wheel" and the "American Cyclist."

Published Every Saturday

By

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

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Address us at P. O. Box 649.

NEW YORK, APRIL 11, 1903.

"Please find inclosed express order for cost of subscription for year beginning April 2. We certainly would miss your valuable paper and would not like to have a single copy lost to us."—(Planet Bicycle Co., Toronto, Canada.

Inexplicable Lukewarmness.

The more the subject is considered the more remarkable appears the respective attitudes toward the coaster brake of the English and the American bicycle manufacturer, and, indeed, of the cyclists of the two countries.

Although of American origin, the American manufacturer holds the coaster brake at arm's length. He supplies it only when it is called for, and some of them, as we have reason to know, would rather than it be not called for. The American riders, while using it to a great and increasing extent, have not accorded it anything like the welcome accorded it by the riders on the other side of the pond.

In England its use by both makers and riders is wellnigh universal; practically all bicycles now made there have the coaster

brake as a part of their regular equipment.

Why the situations in the two countries should differ so markedly is absolutely inexplicable. The longer we use the coaster brake the more are we charmed by it, and the more we are convinced that it really is the greatest cycling invention devised since the pneumatic tire. The bicycle with the fixed gear is positively "tame" by comparison; on the latter, in spite of ourselves, we are given to almost unconsciously attempting to disengage the gear and obtain the grateful glide and restfulness that is made possible by the coaster brake, while the energy saved in back pedal is in itself considerable.

Whatever the considerations that weigh with our makers, we cannot understand why they should be so easily overcome abroad and so persistently maintained here. We believe they are largely imaginary, or at any rate greatly magnified, and it is our unalterable conviction that the American manufacturers in their lukewarmness are committing no small mistake that is robbing them of sales and the American riders of magnificent pleasure. The coaster brake IS an aid to cycling and deserves to be treated as such.

Decline of Installment Sales.

One of the most noticeable changes that has taken place in the business during the last few years is the decline of installment sales. It is especially marked in the cities and towns, where it formerly flourished to the greatest extent; but the decline is not confined to them.

The practice of selling on the easiest of easy terms—the \$1 down and \$1 a week sort of business—is now practically non-existent. The conditions to-day render it impossible for any reputable dealer to sell on any such basis. Both his credit with the maker and that which he is able to extend to the purchaser preclude any such business methods.

Nor is it so very much better where the saner sort of installment business is concerned. The feeling is strong that the policy of time payments is of very doubtful wisdom, and in place of the oldtime willingness to extend liberal credit there is found a very strong desire to transact the bulk of the business on as near a cash basis as is possible. By cash is meant, of course, cash or its equivalent. There are plenty of customers who are cheerfully and without the slightest demur extended the usual thirty days' credit; nor would sixty be objected to if it were really desired. But this is a prac-

tice that is followed by all business houses, and does not alter the fact that the average dealer is now doing a business that involves the least possible amount of credit.

When a machine is sold and paid for a period is put to the matter. The dealer has incurred some obligation to look after the machine for a short time, and this he usually fulfils to the letter. But the machine stays sold, and there is no possibility of its being thrown back on his hands through the whim of a dissatisfied customer, a contingency that is always a pressing danger with the machine that is not fully paid for.

While the practice is as stated, and the desire of practically every dealer is to adhere to it, it does not follow that there is no more instalment business or that the would-be purchaser who is not able to pay spot cash must go without a bicycle. Such is very far from being the case. Any one desiring of credit can obtain it if he goes about the matter right. But he must pay a reasonable amount down and arrange to wipe out the balance in a short time—two or three months being the usual period.

This is as it should be, and is a good indication of the conservative lines along which the business is now conducted.

To Obtain Real Cycling Pleasure.

Frequently cycling is deprived of much of its pleasure by the injudicious manner in which it is pursued. The cycle is such an easy means of transportation that riders insensibly yield to the temptation to ignore adverse conditions, and then, when the inevitable consequences are encountered, they place the blame on the pastime instead of on themselves.

The most common mistake is to ride after one is thoroughly tired out. That is a thing to be avoided at almost any cost, for with it comes disgust, either transient or permanent. Nor is it a difficult matter to avoid. To take too long or too hard a ride is to invite undue fatigue. A ride against the wind is an infinitely more difficult one than a ride with the wind, just as one over a hilly section—and especially if the hills are against the rider—takes more out of one than a ride on the level or with favoring hills. And a fifty mile run when thirty-five or forty miles is the limit of an enjoyable ride is equally blameworthy. In short, the desideratum is to finish feeling fresh and a little disappointed that the end has come so soon.

It cannot be said that such a consummation is impracticable or even very difficult.

All that is needed is intelligent planning united with a knowledge of roads and distances and of riding capabilities.

In the beginning of the season the rides should be short, and the condition of the roads, the direction of the hills and of the wind taken into careful account. It should be remembered also that then more than at any other time the rider's feelings are deceptive, and that fatigue comes on very quickly and without the warnings that mark it when the muscles have become more accustomed to the work set them to perform. To ride away from home until fatigue appears and then turn, or to leave hills or head winds for the return journey, is the height of folly. Yet many riders do it, sometimes unthinkingly, sometimes designedly; and wind up fagged out completely and more than half inclined to "chuck" the whole thing.

The apogee of pleasure is obtained by the rider who keeps well within himself. He is always ready for another trip. He looks back to the last one with regret and forward to the next one with keen anticipation. He may ride twenty-five, fifty or 100 miles, but in any case he is riding within himself, knowing exactly what he can do without undue fatigue, and always halting before that fatigue comes.

That is the secret of enjoyable riding, and if it were more generally followed the pastime would appeal with its oldtime force to all who indulged in it.

The Original and the Imitation.

In the face of the policy of studied damnation of American bicycles and all that pertain thereto that has marked the British press during the last three years, Cycling's open confession, which is reprinted in another column, must jar harshly on English nerves.

The utter worthlessness of American bicycles, the absurdity of the bare idea that they have been copied or have influenced in any way, shape or manner the construction of the English article has been so persistently harped on that candid, if delayed, confession of what has long been apparent to the rest of the world was scarcely anticipated. The steady Americanization of the English bicycle will undoubtedly eventually carry with it the use of ball retainers, for which Cycling's confessor so earnestly and properly pleads, and even more remotely it is even possible that the simplicity of the one and two piece crank hangers will over-

come the Briton's deeply rooted love for cotter pin cranks. It must be that English cranks are greatly subject to breakage—a rare occurrence in this country—or the cotterless article would have long since attained popularity.

To those people outside of England who are able to see the trend of the times, the fact that a genuine American bicycle is preferable to a foreign copy will, we believe, appeal. A weak and poorly disguised imitation never is as good as the original.

For General Use.

It will not be easy to sum up and more crisply present the advantages of cycling than they are summed up in the accompany-



ing "sample ad." It is one that may be used by any maker or dealer in either newspapers or circulars, and is capable of either large or small display; indeed, as a "sticker" and without the name of any one bicycle being used, the Bicycle Manufacturers' Association might do far worse than have them printed and distributed by the million. It is of a nature that will redound to the general good.

The Irvington-Millburn.

At the verge of a season that promises an increased interest and activity in bicycling it is hard to bid farewell to the grand old Irvington-Millburn road race. Yet it seems that in the course of change and progress the time has come when this goodbye must be said. If the historic event lapses for a single year it never will be revived. It never before has missed being run, but it looks now as if it would not be run this Decoration Day.

The Irvington-Millburn—what magical power the words have had for more than a decade to bring a thrill to every soul that loves pure, ardent sport! The glory of its name resided in the fact of its standing for an event of pristine purity, of Spartan se-

verity and of classic character. Here was a race that truly "tried men's souls," and boys that rode triumphant through it were thereby stamped "first class." This was a race the fame of which came to it because of its intrinsic merit. It was not made world renowned by any booming of promoters. It began unostentatiously back in the days when cycle racing attracted but little attention. It was perpetuated because the course on which it was run was fitted by nature to thoroughly test the muscle and pluck of a rider. Only youths of mettle could last through it. The strenuous character of the race and the reputation to be gained by winning it attracted the pick and flower of riders from all parts of the country. The high class of the competitors, therefore, combined with the "Sister Hills" and the "Long Hill" to make it the hardest race in the country. Here was a race worth winning. It truly was the cycling Derby.

The race was founded in 1886 by the old "Alphabetical Association," as for brevity's sake the New York and New Jersey Team Road Racing Association, was called. Brooklyn and New Jersey riders used the course several times a year for team races of various lengths until 1889, when, on May 30, the first open twenty-five-mile handicap race was run, under the management of A. B. Barkman and F. P. Prial. Since then it has been run every Decoration Day, although the management of it has repeatedly changed hands.

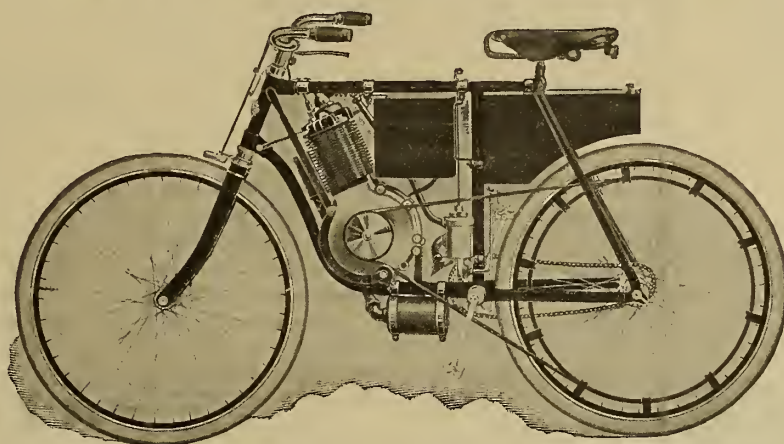
This is not the first time that the swan song of the Irvington-Millburn has been sung. Several times before the race has seemed to be on the point of becoming extinct. In 1894, when the introduction of the trolley along the course was first planned, the life of the race was threatened, and for a couple of years after it seemed each spring that the trolley would prevent the race; also seemed about to lapse when Blauvelt stepped into the breach in 1899. This year it seems though, that the vicissitudes of the classic contest have reached the limit.

There is another than the rueful side to matter, though. The progress of civilization has made the course outgrow the race. Let the changes of time be accepted optimistically. There are other places where grand races which will do credit to the sport can be run. A straightaway race of twenty-five, fifty or 100 miles that will carry the riders through a number of towns would be a race worth winning, and it would serve admirably to arouse and keep alive the interest in the sport. This should be seriously considered.

Orient Motor Bicycle

WITH THE SPEED OF THE WIND.

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POWERFUL
MOTOR
BICYCLE
IN THE
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THREE
HORSE
POWER.

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THE Two Bicycles that Please those who Ride
them and Profit the Dealers who sell them.

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KIRK MANUFACTURING CO.
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TOLEDO, OHIO.

If
You Are
Interested
in
Automobiles



WILL SURELY
INTEREST YOU.

It is published for the information
of the average mortal; no dic-
tionary of mechanical
terms is needed to
understand it.

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NEW YORK CITY.

\$2.00 PER YEAR.
10 CENTS PER COPY.

SAMPLE COPY ON APPLICATION.

Elmer has an Opening.

L. H. Elmer, the well known Hartford, Conn., dealer and race promoter, reopened his store on Main street, in that city, on last Saturday. He advertised the opening largely and attracted a full house. In addition to carrying the Reading Standard Mfg. Co.'s line and John R. Keim's Leroy's, his store will also be the Hartford distributing depot for Fisk tires. A full line of Clements motor outfits were also shown. A feature of the opening was the exhibition of a 14-horsepower motorcycle which will be used by Harry Cadwell in paced races this summer.

Not a Sledge or Drag.

Is a bicycle a "sledge or drag or such like carriage"? That is the grave legal question that was argued recently in a British court of appeals and decided in the negative.

The matter came up through the attempt of a bridge company to charge tolls on bicycles. The right to do so was based on the above clause in the charter. The court was unanimous in its finding. One judge declared that "as a bicycle is merely a machine to enable a man to walk faster, the two cents paid by a man for the right to cross the bridge walking included the right to do so either on foot or on his machine."

How Ankle Action Helps.

Nothing will help a rider more than to cultivate a good ankle motion. Especially is this the case on hills. There is a knack in hill climbing, and the riders who use their ankles best are the most expert at it. The rider should aim at pushing the pedal over the top, dead centre, and then down, nearly to the bottom; in doing this, ankle action will naturally be brought into play. Pedalling should not be jerky, as power is wasted, but steady, even and persistent.

Bicycles Properly Displayed.

In the window of a metropolitan store are displayed six bicycles. Each one of them is fitted with upturn bars and saddles that are, if not quite, as springy and luxurious looking as they might be, at least very comfortable appearing. They are adjusted for the non-scorching rider, and can scarcely fail to appeal to the large number going to make up that class; and that such riders, and not the scorchers, are the ones catered to is significant.

The Retail Record.

San Diego, Cal.—Bennett & Co., new store.
Bangor, Me.—E. H. Smith buys out Fred Austin.
Ludlow, Vt.—Wm. Livermore, new store.
Ann Arbor, Mich.—Oscar Cook, new store.
Wickford, R. I.—George E. Greer reopens.
Jacksonville, Fla.—J. H. Jones buys out R. B. Porter.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. *6.

IT IS ESTIMATED THAT

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OF

Motocycle Troubles

ARE

ELECTRICAL TROUBLES.

It follows that, at least, an elementary knowledge of electricity will go far towards making for the fullest measure of pleasure and satisfaction.

"The A B C OF Electricity"

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108 PAGES; 36 ILLUSTRATIONS

The book is entirely non-technical and can be understood by the man who does not know "the first thing" about electricity

PRICE, 50 CENTS.

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NEW YORK.

WHY IT IS FASTEST

Hedstrom Believes Motor Bicycles the Speediest Vehicle Built and gives Reasons.

With regard to his remarkable performances on an Indian motor bicycle at the Ormond Beach, Florida, Oscar Hedstrom says that in his opinion there is no reason why the motor bicycle should not be the fastest vehicle in the world. He argues that among motor vehicles it is the most compact, has the least wind resistance, and is the easiest managed. With his single cylinder machine Hedstrom believes that he can, under favorable conditions, travel a mile in less than a minute, and there seems to be no reason to doubt this. The conditions at Daytona Beach were not altogether favorable, for there was a bothersome wind and the sand had not the best surface, owing to tidal conditions. However, he succeeded in making new records, and he even defeated Alexander Winton with his 60-horsepower "Bullet" automobile. Hedstrom, with his little machine, had a handicap of one minute and five seconds, and beat Winton by even more than that allowance. Hedstrom had passed the finish at a mile-a-minute gait, had stopped, and come back to the tape before Winton had finished. Hedstrom says, however, that Winton was handicapped somewhat by the softness of the sand, which worked to the disadvantage of the heavier machine.

This long stretch of beach, running for thirty miles without a break, is a paradise for automobilists and motorcyclists, particularly those of them who are scorchers, for there are no speed restrictions. The surface is always fairly good, but to get the finest speedway one must follow the tide as it recedes, since the sand when it dries out becomes soft and breaks under the weight of the wheel. When one finds an ideal rubbery stretch, just above the water line, only the faintest trace of the passage of a wheel can be detected, but in the case of the motorcycle with every explosion there is a slight kick of the sand by the tire. After Hedstrom had passed along these little marks could be seen some three yards apart, which gives some indication of his speed, for each

of those marks represented one in a succession of explosions that was as fast and continuous as the roll of a drum.

"I have heard people say," said Hedstrom, "that it is difficult to breathe when going a mile a minute, but I haven't found it so. So far as that goes, I could go a mile in twenty seconds; but you want to keep your mouth closed, for if you don't the wind blows out your cheeks like a balloon. I haven't had to wear goggles, either, but I suppose I ought to, because the wind makes one's eyes run."

Hedstrom expects to go to the beach next year with a bicycle that will travel a mile in thirty seconds.

Fight Ends Atlanta's Six-Day.

The twelve-hour bicycle team race at the Coliseum, in Atlanta, Ga., ended last Monday night in a general mixup, in which seven of the eight men riding at the time were thrown from their wheels. John Bedell, of New York, was seriously injured, a deep gash being cut in his head and a bicycle spoke penetrating his thigh. Fenn and Iver Lawson sustained lesser injuries. Bedell is not believed to be fatally hurt.

The team composed of Jimmy Moran and Nat Butler, of Boston, was declared winner of the race, with an aggregate of 292 miles and 4 laps. The positions of the other teams were not determined, owing to the great confusion which followed the mixup and the dispute that grew out of it. George Leander and Menus Bedel engaged in a personal encounter, in which blows were freely given, and Leander was knocked down. The judges spent more than two hours in disputation before the final decision was given out declaring Moran and Butler the winners.

Motorcycle Hill Climb Included.

In the hill climbing contest to be held by the Massachusetts Automobile Club, in Boston, on April 30, a class for motor bicycles is included. The winner will be eligible for the event open to the winners of each of the seven events scheduled. Silver cups are the prizes in each class.

HORSES AND HORSE-POWER

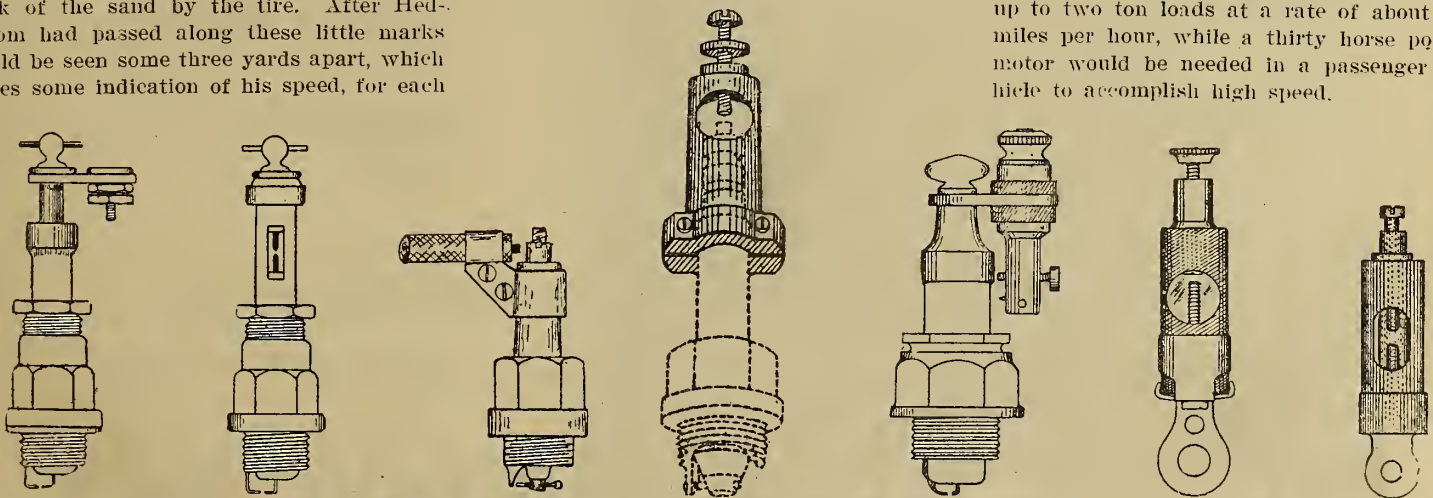
Why the Work of the Motor and the Indicated Number of Animals do not Agree.

In spite of the thousands of times that the seeming anomaly has been explained, many people are unable to understand why a motor developing five or more horse power is required to do the work that one, or at most two, horses could perform.

The reason is a simple one. In connection with mechanical motive power, the unit horse power is used to denote the definite amount of work done in a given time. This is equal to the lifting of 33,000 pounds one foot high in one minute, the performance of which is known as a foot pound and forms the unit of work. James Watt when he first introduced steam engines for pumping out coal mines frequently had to replace horses for this class of work, and the unit of work, horse power, suggested itself to him.

Now, it was found that the sustained work a horse could perform was about 22,000 foot pounds, but as an advance had to be shown by the mechanical over the animal horse power, a 50 per cent. advance was made upon this, and the resultant 33,000 pounds was attained. In the case of the mechanical horse power the idea of power involves the element of time. Thus 33,000 foot pounds may be done in any period of time, yet it remains foot pounds. Power is the rate at which work is done, therefore the horse power involves the performance of 33,000 foot pounds every minute. Now, as time is an important factor in horse power, it will be seen why the horse travelling at, say three miles per hour, is able to draw a heavy load, while a light vehicle, travelling at, say, thirteen miles per hour, has this amount of work to do in a lesser time, therefore it requires a greater horse power to accomplish it.

As an example of this, experiments show that a heavy truck is capable of transporting up to two ton loads at a rate of about six miles per hour, while a thirty horse power motor would be needed in a passenger vehicle to accomplish high speed.



A perfect epidemic of "interrupters," or "intensifiers" as they are variously termed, has broken out abroad, induced by the discovery that the outside gap causes sooted and oily plugs to spark satisfactorily. The illustration shows a number of them.

"World's Records" That are not Records.

Blissfully ignoring whatever may have happened outside the "Tight Little Island," the English papers repeatedly chronicle "new world's records" that are far below the figures made in America and other countries. Too often the daily papers here accept the statement of the English correspondents that the figures quoted as records are such.

Chase has been a frequent creator of these pseudo records. The fact that Mr. Sturmev lives in England, and would not play with the International Cyclists' Union when he could not be boss, does not alter the fact that record rides are record rides, and when a ride is recognized here by the N. C. A. and by the International Union, the people in Sturmevland present a ridiculous spectacle closing their eyes and ears to all that transpires in sport beyond the borders of their own little piece of sod.

Several new Chase "records" have been reported recently. The latest freak piece of news about him to hand is that he has beaten the motor bicycle record made by Maurice Fournier in competition with Barden. Chase evidently rode against time. His time for ten miles is given at 12:56 4-5, with intermediate times from the sixth mile. To this is added the laughable statement that Chase's new time beats his own former record by 202-5 seconds.

Now, the official record recognized in

America and Europe for ten miles on a motor bicycle against time is 12:47 1-5, made by Albert Champion on the four lap board track at Vailsburg, N. J., on November 3, 1901. Beat that, Mr. Chase, before you crow any more.

Why Motorcyclists Should Carry Dimes.

Platinum is not easily obtainable in an emergency and is expensive at all times. As a substitute coin silver is recommended by a motorcyclist who has tried it. The platinum in the contact blade of his bicycle having become badly pitted, he affirms that he removed it, and, gouging out of a ten-cent coin a piece of the proper size, he soldered it onto the blade and obtained the vital spark without a skip.

Massachusetts' 24th Dinner.

The Massachusetts Bicycle Club, the sixth formed in this country, which was founded February 1, 1879, held its annual dinner in its clubhouse, 541 Massachusetts avenue, Boston, last Saturday night. About eighty members participated. Frank W. Weston, Rev. Peter MacQueen, Captain A. D. Peck, Edgar L. Raub and Dr. J. B. Thornton were the chief speakers.

"The Motor: What It Is and How It Works." See **"Motocycles and How to Manage Them."** \$1. The Goodman Co., Box 649, New York. ***

Race Within a Century.

The century riding season in the vicinity of New York was opened last Sunday by the New York State Division of the Century Road Club of America. It was a very unfavorable day, with a bitter cold, stiff wind blowing, but forty-two enthusiasts started on the first informal ride of 100 miles. No entry fee was charged. The feature of the run was a race in from the dinner stop at Hicksville, Long Island, to the starting point at Bedford Rest, Brooklyn, a distance of about thirty-eight miles. While the century run was open to all, the race was for members of the C. R. C. A. only, and about twenty started. There were prizes for the first ten to finish, an onyx clock, opera glasses, tea set, scarfpins and other articles being among the things to be won.

Charles Mock was the first in, his time for the thirty-eight miles being just 2 hours. J. Kopsky was only 10 seconds behind him. The other prize winners, in their order of finish, were George Weirich, O. E. Steih, J. A. Gregoire, L. T. Singer, Fred Gebhardt, Arthur Kiewitz, Wilson Higinson and H. W. Gust.

Nelson's Victory a Hollow One.

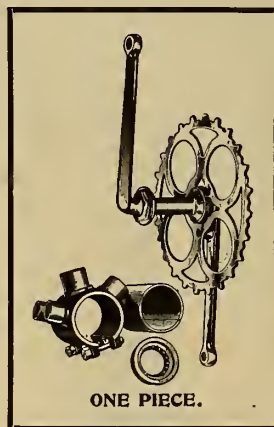
It transpires that "Joe" Nelson's victory over Michael in Paris was rather a hollow one. It was to have been run in three heats, but in the first Michael's pace went wrong, and in the second his tire punctured and threw him.

Need Any Hangers ?

SIMPLE.

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— ALSO —

ECONOMICAL.

GOOD-LOOKING.

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TWO-PIECE HANGERS,
Bicycles and Component Parts,

MADE AND GUARANTEED BY

JOHN R. KEIM, Buffalo, N. Y.

CAUSES OF BELT-STRETCH

The Several Influences at Work and How Some Trouble May be Lessened.

Belt stretching constitutes one of the greatest of motorcycle troubles. Any belt will stretch up to as much as 15 per cent. of its total length in time, and naturally a motor cycle belt, when new, is often exceedingly unsatisfactory.

The radical remedy for stretch is, of course, obvious, but as prevention is better than cure, the various methods in vogue for reducing or eliminating stretch by treatment of the belt itself are pointed out by an authority on the subject.

The first method is, of course, the stretching of a belt before fitting it to a machine. This, he says, is only partially effective, because a steady strain of superior magnitude has not the same stretching effect on the belt that an intermittent, vibratory pull, such as supplied by the impulses of a motor, would have. Neither is there the rapidly changing bend in the belt to increase the pliability of the leather as when it is running over pulleys. A 5 ft. 6 in. belt will be found to stretch to 5 ft. 10 in. or 5 ft. 11 in. when new, if of leather, and anything to six feet if of raw hide, when a hundred-weight is hung free on its lower end, but either material will probably elongate another three inches when subjected to the "kneading" action of the pulleys. The thickness of the belt causes its outside surface to be under tension when bent, and its inner contact portion to be in a compression. This difference in internal stress is constantly fluctuating as the belt runs from the smaller pulley to the larger, since the bend is less sharp, and as a result the "grain" of the leather is constantly on "the work," which, in conjunction with the jerky strain set up by the motor, materially increases the liability of "stretch."

The usual procedure among motor cyclists is to put the belt on new, and run it till it refuses to drive the machine without an increase of tension. Then, if it is a twisted one, it is disconnected and a few extra twists are given to take up the slack; if it is a V or flat belt, it is cut to length again and refastened. This goes on at gradually increasing intervals till the belt is on its last stage of utility, and then it runs and runs without stretch to speak of till the multitude of breakages render a new one necessary, and a recommencement of trouble.

When a new belt is to be put on, a great deal of this can be avoided, provided a good weight is available, and a convenient spot for the suspension. The safest way is to have a weight with a ring on it, and form a loop on the belt, engaging this ring by lashing the end of the strap to itself with some stout twine. The other end can be pierced if sufficient length is available to hang over a stout nail.

Give the belt a good soaking of castor oil before hanging it up, and then suspend the weight. Test the strength of the nail, and if sufficient give the belt a good jerking by relieving the weight and letting go suddenly. Also get a flat piece of wood (the edge of a ruler will do), and press it against the surface of the belt so as to cause a sharp bend in the belt and lift the weight. Run this edge up and down the belt sharply, and repeat at suitable intervals. A bending rubbing movement is also useful. Let the belt hang two or three days, and repeat the operations at convenient intervals, the oftener the better. On taking off the weight, measure the length of the belt, and compare it with its original measurement. This will give some idea of the amount a belt may be expected to stretch in future, and may be useful. Before mounting the new strap on the machine give it another dose of castor oil.

A belt treated in this fashion will undoubtedly stretch when in use, but the frequency will be confined to once or twice against half a dozen in the ordinary way, and even this alleviation will be welcomed.

Oil in and Out of Place.

In its proper place oil is a useful and almost invaluable ingredient. But its usefulness is limited to bearing surfaces, and outside of them its effect is markedly deleterious. On the saddle or clothes it leaves an ugly mark that is difficult to eradicate, and even on the enamel of the machine it would best be wiped off at once. On tires oil is simply speedy death. This is true not only of lubricating oil, but of kerosene or gasoline as well, although to a somewhat less extent. The rubber rots under its influence and becomes pervious to moisture.

1,000 MILES IN 24 HOURS

Hanson Believes it Possible and is Training for the Prodigious Task.

A. A. Hanson, the former Minneapolis motor bicyclist, still has the twenty-four-hour record bee in his bonnet, and, although he stopped at 634 $\frac{3}{4}$ miles last summer, he now talks of setting the mark at 1,000 miles. On the former occasion he was able to ride less than twenty hours out of the twenty-four, and on a 1,000-mile basis he would have to ride each and every mile at a 1:42 clip, or at the rate of 41 $\frac{1}{2}$ miles an hour. It is hardly possible, however, that any man can maintain this nerve racking speed throughout the night or for such a length of time, although Hanson himself is full of assurance on the point. He says:

"They laughed at me a year ago when I offered to bet \$200 that I would do 600 miles, but I proved my claims by finishing thirty-five miles to the good, and, taking the relative speed of the machine I rode then and the one I shall ride for this trial, I cannot figure it out any differently."

Hanson is riding one of the new Mitchell Mile-a-Minute machines, and is training faithfully. He figures on making the attempt at the scene of his former exploit, Garfield Park track, Chicago, and at about the time Corson's relay motorcycle tour reaches that city. Corson expects to bring quite a party with him, among them several riders with national reputations, and it is proposed that a big jollification and celebration be held, and that races, etc., be run after Hanson has finished his trial. Harry R. Geer, the St. Louis crack, has promised to be there, and says he will then attack the world's records for both one mile and five miles.



THE PLEASURE OF MOTORCYCLING IN ARKANSAS.—NOTE THE "ROAD."

CHANCES IN CHINA

Consul Miller Says Field is Worth Tilling— The Sort of Bicycles Required.

According to Consul Miller, at Niuchwang, the use of bicycles by the Chinese is increasing notably, and the possibilities of the mar-Chinaman to purchase.

"A special study of the character of bicycles suited to this country will," he adds, "greatly increase the sale. In North China men travel extensively, and they would use the bicycle much more if it were brought within their means. The roads are somewhat rough, and a substantial vehicle is required to traverse them. The Chinaman is not a great mechanic and has little ingenuity, and wheels for his use should not be delicate or require much in ways of repairs. On account of their manner of dress they generally prefer wheels designed for ladies.

"Strength, durability and cheapness, rather than lightness and comfort, should be the main features of bicycles designed for this market. A Chinaman will sit all day on horseback or in a cart in a position that would be simply unbearable for a foreigner. The people here do not want to pay for luxury.

"The following suggestions by an experienced bicycle rider in China are worth careful study by manufacturers:

"The modern bicycle has three great advantages on Chinese roads, at least in the north: (1) The pneumatic tire is subject to puncture and is hard to repair; (2) the pedals are hung too low and strike obstacles, such as stone and rough ground (3) the chain gets full of grit, and is annoying in many ways.

"The last item is eliminated in the chainless wheels; but this excellent device is as yet rarely met with in China. The American 'Columbia Chainless' is a great advance and, with the cushion frame, could be ridden comfortably with solid tires; but its excessively low pedals make it an impracticable mount for rough roads. Some German wheels have the advantage of higher pedals. What is needed for China is embodied in the following specification, and the manufacturer who is bold enough to turn out a strong and plain bicycle along these lines will sell it by the thousand:

"1. Chainless, dustproof gearing. If chain be preferable, protect against dust.

"2. Pedals clearing the ground by at least six inches.

"3. Cushion frame, with compensating device to equalize pedal reach.

"4. Solid or other non-puncturable tires.

"5. Extra thick spokes, with strong threads.

"Let such a bicycle have the following accessories included in the price: Necessary tools for all nuts and screws, bell, frame luggage carrier, bar bundle carrier, and brake of simple construction.

"Steel rims are liable to rust, and wood rims may warp from excessive moisture. Either kind will answer, though copper escapes danger.

"Avoid unnecessary fancy work and nickel plating, to reduce cost. Luggage carriers are essential to the traveller in China, for he must carry his blanket and a few extra articles of clothing.

"A bicycle designed especially for the use of the Chinese, with cheapness as a leading feature and the above suggestions followed, would have a good and growing market for years to come."

Another English "Novelty" Exploded.

A peculiar feature of the new Rudge-Whitworth—the Americanized bicycle, as it may well be termed—is found in the rear wheel. The hub flange on the side opposite the chain is further from the centre of the wheel than the flange on the chain side, so that instead of the usual waste space the width of the spoke line is increased on the side where there is room for it, and the bearing case is inside the spoke line instead of outside it.

"This is a small point, but it is quite as important in its way as the keeping of the width between the front flanges as great as possible without introducing clumsy construction," remarks the Cyclist in commenting on this point. "So far as we know, the Rudge-Whitworth driving wheel is the only one built on the lines mentioned. It certainly provides a very strong wheel laterally."

It will be difficult for the Cyclist to believe, of course, but exactly the same trick was employed on an American wheel—the Stearns, if memory serves—half a dozen years or so ago. The object was the same—to get a good width between the hub flanges while at the same time permitting the use of the very narrow tread that marked the Stearns machine.

Can it be that this feature was also copied from America? Or did the Rudge-Whitworth designers hit upon the idea without knowing that it had already been made use of?

One of the Most Fitting.

In the article in last week's *Bicycling World*, "The Most Fitting of the Sundries that Have Survived," there was one most notable omission—the Perfect Pocket Oiler, made by Cushman & Dennison, of this city. The Perfect is really one of the oldest sundries, if not the oldest, on the market, and has been advertised continuously either in the *Bicycling World* or in *The Wheel*, which the *Bicycling World* absorbed, for some fifteen years. No bicycle or other sundry has this distinction. As the Perfect has also been continuously improved until now there is not another oiler in its class, that it is among the fittest of the surviving sundries goes without saying.

WON'T PUSH WITHOUT HELP

Peculiar Attitude of Brooklyn Dealer toward New Model—Wants Maker's Aid.

"The two-speed? No, I don't find much interest in it over here. The price is too much for most people. I am selling \$35 wheels in plenty."

It was a Brooklyn dealer who spoke, and in reply to further questioning, he continued:

"Oh, yes; I have plenty of customers whom I might interest in it, and who would pay the price if they were made to want the machine; but I don't try. The manufacturers don't offer me any inducement to push it, and as there is nothing in it for me I don't bother by wasting my time on it. I'm here to make money, and I push what sells most easily. With plenty of repair work my time is precious, and I can't afford to waste it pushing any maker's product when they don't care enough to help. I've sold a couple of the two-speed machines, but not by trying to. I simply let it take care of itself.

"What do I mean by helping me? Well, they won't allow me any extra discount on one to use for demonstration. I've asked them and have been refused. I don't ask them to give me a machine, but just to protect me against loss, so that I won't be pushing their wheel at my own expense. You take a new \$85 wheel and use it to make customers, and when you come to sell it you are lucky if you can get \$35 for it. Then you have to pocket a loss. If they would allow me 15 or 20 per cent extra on a wheel to use to make buyers, I could sell quite a lot of them. I know this because I kept a record in 1900 of a chainless wheel they let me have on an extra discount to lend out. Out of fourteen times that trial machine went out I sold thirteen chainless bicycles, and the fourteenth man bought a cheaper wheel. I finally sold the trial horse without loss, because I had taken off the new tires and saddle and handle bars and put on old ones. I suppose the reason they won't let any one have demonstration wheels at an extra discount, is that some dealers would not use them to make customers, but would sell them. Some would do that. It is hard, though, that a decent man should be made to suffer, and I think on the whole the maker loses more by guarding against this than if he did not. No dealer would get more than one chance to abuse the extra allowance, and there are plenty, like myself, who would honor it and make many extra sales. The business is now on a basis where we are not pushing any maker's goods for fun. We have to count our time and trouble and figure closely.

A hot copper plate is excellent for imparting heat to metal pieces, the thermal, or heat, conductivity of copper being very great.

Dr. HAMMOND ON CYCLING.

Eminent Physician Who Rides and Recommends it for His Patients.

One of the physicians of highest repute in New York, and one whose name has more than a local celebrity, is one of the staunchest supporters of the bicycle.

This is Dr. Graeme M. Hammond, son of the famous Dr. Wm. A. Hammond. Dr. Graeme Hammond, is an active member of

"Why, certainly."

"Tell me, Doctor, do you notice any difference in the condition of the general health of such patients as you have had for years and who formerly rode but do not ride now?"

"Well, really, I never have thought to take note of that—probably because nearly all of my patients are still riding. The people who took up cycling for a fashionable amusement, the faddists, have dropped out, but those who found genuine pleasure in it and know its value as a health giver ride

TO TEST N. C. A. AUTHORITY

Suit of A. A. McLean will Bring Interesting Court Decision.

A case is now pending which will give the courts a chance to decide upon the power and authority of the National Cycling Association in the regulation of bicycle racing. Alexander A. McLean, of Boston, has instituted proceedings to be reinstated by order of the court. On last Tuesday he went be-

Where Bicycles Abound and Cycling Refuses to "Decline."



SCENE ON THE BEACH NEAR A FLORIDA WINTER RESORT.

the New York Athletic Club, and has been known for years not only as a highly successful medical practitioner, but also as an advocate of physical recreation by means of athletic exercise.

To bicycling and fencing he has long been partial. He rides himself, recommends cycling for such of his patients as are able to take the exercise with benefit, and he has written considerable on the advantage in health that is to be gained through a judicious indulgence in cycling.

Dr. Hammond was called upon recently by a representative of *The Bicycling World*, and asked if he still had a good word to say for the bicycle, at a time when it is not such a howling craze. Dr. Hammond smiled as if he thought the question foolishly superfluous and replied that of course he had.

"You ride yourself, Doctor, and recommend riding to your patients yet?"

yet. There will always be riders. They will be those who enjoy the exercise and those who find it benefits them."

"Don't you believe the general health would be better if the riding was more general?"

"O, yes. Riding judiciously is a great benefit; but it must not be overdone, and persons riding for health should be careful. Too much riding affects the heart, and is injurious in other ways."

"Did you know that a certain hospital in London has a country house for convalescents, where bicycle riding plays an important part in the programme for convalescing? What do you think of that?"

"Ah! that is good, very good."

In Berkshire County, England, the police constables have just been provided with pneumatic tired bicycles. Until now the "progressive" County Council has required them to do duty on old solid-tired cracks,

fore Judge Braley in the Supreme Court and asked for a mandamus compelling the N. C. A. to recognize him as a member in good standing in connection with the track at Revere Beach. The counsel for the N. C. A. filed a demurrer to the petition and the Court ordered that McLean's papers should be amended. The N. C. A. will fight the case to the last ditch.

The attitude taken by McLean is a peculiar and interesting one, to the understanding of which a review of the case will be helpful. McLean was suspended in February, 1902, because of the fiasco of the six-day race held in the Park Square Garden, Boston, the month previous. The prize money was not paid to the riders at the finish of the race. The affair was conducted by the Atlantic Cycle Racing Association, an organization incorporated in Maine. McLean admitted that he owned

half the stock and had furnished half the money for the race. There were nearly three thousand dollars owed to the riders at the conclusion of the race. The N. C. A., in taking action, tried to make it easy for McLean and decided that he would have to pay only such part as was equivalent to his holdings, that is, one-half the indebtedness, and was to stand suspended until he paid it. Under this arrangement McLean was held to pay about \$1,700. He has paid part and now owes about \$1,000.

At the time of the Park Square fiasco McLean was a stockholder and the manager of the Revere Cycle Track Association, which is incorporated under the laws of Massachusetts. The records show that last spring McLean's interest in the Revere Beach track was transferred to a woman who is said to be a near relative of his. Notwithstanding this transferral, McLean was reported to be acting authoritatively about the Revere track last summer until the N. C. A. warned the owners that they must keep him away or no sanctions would be granted to the track.

Last winter McLean went with his brother to Australia and raced until the governing body there was notified that he was not in good standing with the N. C. A. Then the Australian authorities declined to let him ride there any more, and told him that contracts made for his appearance there next winter would be void unless he in the meantime was reinstated by the N. C. A. Before he left for Australia McLean instituted a suit against the N. C. A. for damages, and this was still pending when he petitioned the mandamus on Tuesday, as has been told.

McLean's contention is a novel one and he apparently hopes to win on legal technicalities, in order to give his damage suit strength. He claims that although he may not be in good standing as a member of the Atlantic Cycle Racing Association, that he should be recognized as in good standing in connection with the Revere Beach track, because that track has not been suspended.

With regard to this claim of McLean's, Chairman A. G. Batchelder, of the N. C. A. Board of Control, said:

"McLean's idea that he can be a black-listed member of the N. C. A. in one connection and yet a good member in another connection, is one that, if practiced, would vitiate the whole power of the N. C. A. to discipline its members and keep the sport clean. The Revere track has not been suspended because it was shown that McLean no longer held stock in it and was said to be in no way connected with it. Manager Ingraham was told that the track would not get sanctions if McLean had anything to do with it, and that still holds. If the Court should decide in favor of McLean on a technicality it would mean that no sport could be properly regulated by a governing body. The N. C. A. will fight the case to the uttermost and take it to the highest courts, if it is necessary."

Vailsburg Racing Still In Doubt.

The question of racing at Vailsburg, N. J., this summer is one that is still unsettled. The Aldermen of the borough have by vote placed the whole matter of licensing the races in the hands of the Mayor, who is at swords points with C. K. Bloemeeke, the lessee of the track, and is supposed to be inimical to racing. He has power to exact a license fee of any sum from \$1 to \$500 for each meet held.

The track lessees and managers are satisfied that if he grants any license at all, Mayor Maybaum will demand \$500 per meet. This is more than can be paid and leave an assured profit for the promoters. Whether the Mayor will yield to the public sentiment, which is strongly in favor of the racing, or not is still speculative, but there is not much hope of his doing so.

In the event of the high license making racing at the Vailsburg track prohibitive, it is possible that a new track will be built in the vicinity, just outside the limits of Vailsburgh. The present track is not far from the city line of Newark. One of those interested in the racing said on Thursday: "At present we are up in the air and do not know what will be done. You can be assured, though, that there will be Sunday races in or near Newark this summer."

Wilmington Still on Earth.

The Wilmington (Del.) Bicycle Club held its annual election on Monday, with the following result:

President, George B. Moore; vice-president, Lewis S. Fell; recording secretary, Walter S. Tazewell; financial secretary, Frank M. Smith; treasurer, Harry E. Thomas; captain, William R. Goodley. Board of Governors—Robert G. Titus, Harry Yerger, George De High, William L. Bowers, George L. Huxley.

The club is in a prosperous condition, and owns a modern and commodious club house, which was erected by it a few years ago. The annual fair was brought to a successful conclusion a couple of weeks ago.

The newly elected captain, W. R. Goodley, is an old racing man, and has occupied the position for a number of years.

Hudson County Vets to Dine.

Under the impulse of fond recollections and love of the bygone days a number of the old timers of the Hudson County Wheelmen have arranged to have a reunion dinner tonight, Saturday, at the St. Denis Hotel, in New York. The Hudson County Wheelmen was one of the first formed clubs in the New York district, and it turned out some lusty road riders. Among its veterans who are expected at the dinner are such well known men as Elliott Mason, Frank Eveland, T. J. Merseles, Frederick Keer, George H. Earl, James B. F. Ransom, Homer M. Green, Harry Strugnell, William E. Eldridge and G. Frank Appleby.

"Good Old Essex" Eat and Elects.

One of the famous old clubs that still maintains its organization is the Essex Bicycle Club, of Newark, N. J. The organization's history is a notable one. It stands thirteenth on the list of clubs in this country, having been organized March 8, 1879. In the eighties and nineties its roster contained the names of many well known New Jersey wheelmen. It furnished the L. A. W. with a number of officials and was for years prominent in its management.

Last week the club had its annual meeting and banquet at the Newark Club. Reports showed that the club is in a good financial condition, and that interest in the club's affairs is still keen.

The business of the club was transacted in an informal way during the banquet. The result of the election was as follows: President, William S. Righter; to succeed Madison Alling, who recently resigned; vice-president, Herbert W. Knight; secretary and treasurer, Benjamin J. Coe. Road Committee—Messrs. Murdoch, Keer and Young. Board of Governors—Messrs. Murdoch, Chase and Williams.

Herbert W. Knight was appointed a committee of one to confer with the Law Department of the city with a view to having modified the law making it necessary to carry six-inch signs on motorcycles, or at least to have the law reasonably administered.

The Bother of Fixed Gears.

Riders who use coaster brakes machines are relieved of one trouble that is experienced on a fixed gear machine. In taking a down grade at pretty good speed the pedals on the fixed gear revolve very rapidly, and the rider's feet sometimes have trouble in keeping up with them, and there is also danger of their slipping off. With the coaster brake all this is avoided. The rider can stop pedalling altogether, or he can pedal slowly; while the slightest pressure on the up-pedal causes it to stop, no matter how fast the machine may be going.

Ashmead Heads the Tamaquas.

The following officers of the Tamaqua Wheelmen, of Jamaica, Long Island, have been elected: Warren B. Ashmead, president; Charles C. Henderson, vice-president; Stanley Jordan, recording secretary; Charles R. Doughty, corresponding secretary; Ernest J. Stranack, treasurer; William S. Vanderveer, captain; Philip Grass, first lieutenant; Thomas E. Cornell, second lieutenant, and Frederick M. Brown, color bearer.

Suttons Elect Three Secretaries.

The Sutton Wheelmen, of No. 268 Oakland street, Brooklyn, have elected the following officers: President, William J. Decker, jr.; vice-presidents, George Carl and Frank McCaffrey; recording secretaries, A. J. Hinz and Alexander Hesse; financial secretary, George M. Strauss; treasurer, George H. McKigney, and sergeant-at-arms, Carl L'Hommiedieu.

AN OPEN CONFESSION

Here's a Briton who Details how American Bicycles Have Influenced the English.

Many riders, and even some manufacturers, would be prepared to assert that the English cycle maker would have nothing to learn in the art of cycle making from the American trade, says an editorial writer of *Cycling*.

As well suppose, they would say, that the pupil could impart unsuspected knowledge to the master who had but recently ceased to inflict corporal punishment upon him. But, as a matter of fact, the American cycle maker proved a very apt pupil, and, striking out upon his own lines, quickly introduced methods which, although all of them were not good, were, in a sense, revolutionary.

The American maker aimed at two things—a large output at a minimum cost, and a light machine. There was no particular need to make the machines strong, because they would be used mostly over town roads and prepared tracks. The hard work to which the average British tourist or clubman puts his machine is scarcely approached on the other side of the Atlantic. Large output meant cheapness of production and—for a time—good profits. But unfortunately the rocks ahead were not foreseen; nor were measures taken to avoid them. Each factory strained to increase its output until at last the total output overlapped the demand, and, as no individual maker would draw in his horns, the result was slump and chaos and financial ruin. In this one respect—although, as it happened, this particular side of my subject was not in my mind when I began to write—the English trade has gained knowledge from its pupil, and it knows that the supply must keep pace with, but should never exceed, the demand, if the trade is to be maintained upon a sound basis.

But it is from the mechanical side where the English makers have learned most and profited accordingly; and it is interesting to note how many features which were common to the American machines which made a bid for an English trade in 1897 and subsequent years are now in use upon standard English machines. Now, as one who is paid to enact the role of critic, it is of interest to me to observe that my opinions on American ideas have seldom been astray. Thus, I was always a keen advocate of lugs and parts pressed out of sheet steel and formed to shape by a series of stamping operations. The saving in labor and the reduction of waste were great factors from the manufacturing point of view, while the lightness of the joint, coupled with the strength given by the absence of end grain to the metal, were obviously of great advantage to the user of the machine. Whereas a few years ago sheet steel lugs were scarce-

ly known in this country, they are now being employed by firms whose names are household words. But pressed work is a luxury that can only be indulged in by makers with a large enough output to justify the great initial cost of the plant necessary for the work.

Hand in hand, practically, with pressed steel lugs have come flush joints, a very popular feature of American cycle construction. Opinions will be found to differ with regard to flush joints, some riders considering them to be neater and an improvement, while others will think that they give a bare appearance to the frame and convey an impression of weakness in the joint, a weakness which, as a matter of fact, does not exist. My own predilection is certainly in favor of that little shoulder at the end of each lug, for it gives a certain amount of welcome relief, but one soon becomes ac-



NEW YORK BRANCH 214-216 WEST 47TH STREET.

customed to a change of style, as was proved by the pneumatic tire. An Americanism which has caught on and which scarcely needs much reference to is the free wheel. Four years ago I had my first experience with the device, and I was bold enough to prophesy that, in three years from then, 95 per cent of the best machines would be fitted with the free wheel clutch. Two or three days ago I was chatting with the managing director of one of the largest houses in the trade, and he told me that practically the whole of their output—about 800 bicycles a week at this time of the year—was fitted with the free wheel, the fixed wheel being a very rare exception. So that prophecy came true! But my mild condemnation of the one piece axle and crank has not been so successful, because Rudge-Whitworths have adopted it this year with a view to simplification, strength and lightness. But it is only fair to state that in the Rudge-Whitworth device some of the objections have been overcome in the course of manufacture and the only one now left is this—that if the rider should damage his crank

through a sideslip there is more to be replaced when crank and axle are in one.

Here and there one comes across methods of fixing handle bars and seat pillars by means of internal expansion devices in place of clips which cause split tube ends to contract. But I am not able at the moment to recall a single English machine which uses retainers for the balls in ball bearings. Ball retainers will probably be found in 99 per cent of American bearings and one only needs to have one experience of them when taking a bearing to pieces for cleansing purposes to make one sigh for their universal adoption. The ball retainer, despite the cheapness of balls nowadays, will actually effect a small saving in the cost of a bearing; it simplifies assembling and is an enormous convenience to the user of the machine. Any one who has taken a bottom bracket bearing apart will confirm my assertion that it is the most aggravating thing in the world to get together again, for the invariable rule is for a ball to drop into the bracket shell just as one has nearly completed the task, and to get it out the whole bearing has to be dismantled. Personally, I should cordially welcome the general adoption of the ball retainer.

There are one or two other Americanisms to be found in English bicycles, if one will search carefully, but among those which have never attained any support are such things as the flimsy and unworkmanlike chain adjusters used on the other side. The hard shaped saddles usually seen on American machines have never caught on here, and wood rims, wooden mud guards and single tube tires have no vogue whatever except in the case of the few wood rims used for track racing purposes. However, sufficient has been advanced to prove my assertion that the American bicycle has had something to say in settling the design of the English bicycle, while in the matter of accessories, we get from America many things, such as cyclometers (nothing is made on this side to equal the Veeder), lamps, bells, etc.

C. T. C. to Embrace All Tourists.

There is every indication that the proposition to broaden the scope of the Cyclists' Touring Club, so as to take in all tourists will be adopted. At the general meeting of the club the following motion was offered:

"That in the opinion of this meeting it is desirable that the constitution of the Cyclists' Touring Club should be so enlarged as to permit of the admission of automobilists and all other classes of tourists to membership." An amendment to delete the last eight words was moved, and defeated by 229 votes to 68.

An 18-horsepower motor cycle is reported to be under construction for Michael, who will use it for pacing purposes. Nothing that is quite as powerful as this has yet been produced. The motor will have two cylinders.

The Antics of Abdul Aziz.

While renewed interest in cycling is being aroused all over the Eastern part of the United States to an extent that threatens to make the demand for bicycles exceed the supply, Mulay Abdul Aziz, the Sultan of Morocco, has been doing his share to add to the prosperity of the manufacturer by smashing a few score of new wheels. The Sultan is a young man of 25, full of animal spirits and a boyish fondness for excitement of all sorts. He must have new pleasures every day, regardless of expense, for he has millions in his treasury and no check upon his expenditures. How he has helped to decrease the visible supply of new bicycles is entertainingly told in *The Sun* by William Thorpe, in this wise:

"We found His Majesty in the middle of an immense courtyard in the palace. He was learning to ride the bicycle under the instruction of Kaid Harry MacLean, a Scottish soldier of fortune, who commands his army. He had just received a large consignment of cycles and he had made up his mind to master the machine even if he smashed every one in Morocco.

"Now, the courtyard was more like a dry river bed than anything else. From end to end there was hardly ten yards of smooth ground. Where there were no boulders there were deep ruts; and where there were neither boulders nor ruts there were small heaps of bricks.

"His Majesty had smashed three fine machines when we arrived, and was himself considerably battered. After civilities had been exchanged with all the fine, old-fashioned Moorish courtesy, nothing would content him except all of us riding.

"There are plenty of machines," he said, cheerfully. "There are over a hundred, and we will smash them all if you like."

"Of course, in Morocco, the Sultan is He-Who-Must-Be-Obedied, so we mounted our machines and did our best. I am a pretty

fair cyclist, but I came a cropper over a big rock before I had ridden thirty yards. Soon my machine was hopelessly smashed and I had to take another.

"The same mishaps befell the Sultan, Kaid MacLean and the court entertainer, and I am safe in saying that in the hour the Sultan kept us a wheel we succeeded in hopelessly wrecking a dozen bicycles.

"At the end of that time the Sultan thought the sport was not sufficiently exciting, so he suggested that we vary it by riding into one another and seeing who got hurt most. Even that palled on him presently, and he sent for some of his Ministers and a couple of venerable gray-bearded ulemas, and made them cycle, too, despite their piteous protests.

"As they had never seen cycles in their lives before, they were better hands at smashing them than any of us, and before that afternoon was over the courtyard was strewn with what had once been the finest machines in the market. Altogether we must have smashed nearly fifty cycles."

To Relieve Saddle Soreness.

The most likely way of relieving saddle soreness is to change the position or tilt of the saddle. As long as it is kept in the same position pressure is continued on the already irritated parts of the body, and every mile ridden makes matters worse. A shift may bring the desired relief at once, or several positions may have to be tried before there is any improvement. A bad case of saddle soreness, however, is cured only by a rest of sufficient length to give the parts a chance to heal.

Long initial rides are what nearly always cause saddle soreness. Short rides, a few miles at first and gradually increasing in length until the desired limit is reached are much better, as they leave no bad effects.

Only within a few weeks has the N. C. U., the English governing body, decided to recognize records made with motor pace.

Riders who Can't "Save" Their Mounts.

"As far as a large proportion of riders are concerned the practice of 'saving' a bicycle in rough places seems to be almost a lost art. They ride along stolidly, weight full on saddle, just as if the machine weighed a ton and all roads were of asphalt-like smoothness. All jars and shocks go straight to the machine. If it is strong enough, well and good; if not something goes wrong and it gets the blame," grumbled the tradesman.

"Everybody knows, or should know, that a machine, especially if it is a light one, ought to be favored at times. It is no small matter for a 20 or 25 pound bicycle to carry a 160 or 170 pound rider, who goes banging over car tracks and street crossings and ruts and bad places of all kinds. That much dead weight coming down "kerchunk" is enough to put any bicycle out of business if it is kept up long enough.

"The way to do is to make use of the body springs. Let the legs, and even the arms, take part of the shock and absorb it before it gets to the machine. Throw the weight on the pedals and handlebars when coming to a bad place, and then it will do harm to no one or thing.

"But, as I said, many riders fail to do this. It really causes me pain sometimes to see them, and if machines were not so sound and staunch there would be plenty of trouble."

Try the Spokes Occasionally.

Attention to your spokes pays well. One loose or broken spoke unattended to will do a lot of harm in the course of time. It is a good idea to run a hand over the spokes—especially of the rear wheel—to see that they are all right. Any trouble should be remedied at once.

That famous old English racing organization, the Catford Cycle Club, is still active. It is arranging a seven days' trip to Ireland in July, for the purpose of witnessing the Bennett Cup race.

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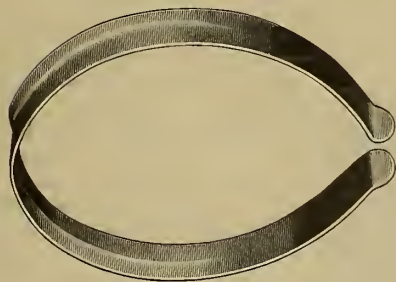
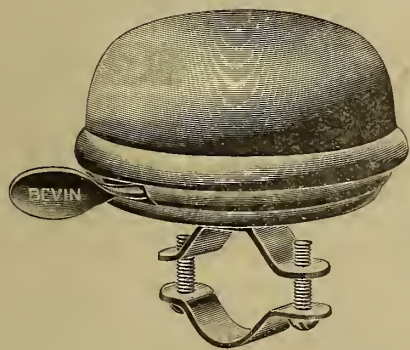
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who cannot find what
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Trouser Guards,
AND
Lamp Brackets.



They are made in such a variety
of styles that there is no reason
why any dealer who stocks them
should lose a single sale.

BEVIN BROS. MFG. CO.,
East Hampton, Conn.

The Week's Patents.

723,834. Bicycle. Dexter M. Small, Providence, R. I. Filed April 22, 1898. Serial No. 678,516. (No model.)

Claim.—1. In a bicycle of the class described, driving cords, pedals, stops secured to the cords in front of the pedals, pulleys, movable device connected with the frame and driving cords, whereby the slack in these cords back of stops can be readily varied by the rider without stopping, to permit these stops to remain in contact with the pulleys, during the whole or any desired portion of the downward movement of the pedals, all constructed and combined with frame and drive wheel so as to operate substantially as described.

723,945. Pneumatic Tire. Pardon W. Tillinghast, Cranston, R. I. Filed August 9, 1898. Serial No. 688,157. (No model.)

Claim.—1. A tire sheath thickened at its edges and provided at each edge with an inwardly projecting flange, the exterior of the thickened portion being formed in substantially the arc of a circle described from the angle of the flange, said flange having a portion projecting beyond said arc.

724,128. Tire Valve and Cap. George H. F. Schrader, New York, N. Y. Filed June 21, 1898. Renewed July 18, 1902. Serial No. 116,106. (No model.)

Claim.—1. In tire and other valves, a shell having a screw threaded socket and a valve chamber, in combination with a plug screwing in said socket and having screw driver provisions, a seat held in said chamber by said plug, a valve proper engaging said seat, a stem projecting into said socket, and a screw driver for entering said socket having projections for engaging said provisions, and having a recess for receiving said stem.

724,295. Pneumatic Tire Cover. Lewis Johnstone, Prestwich, England, assignor to the Radax Pneumatic Tyre Company, Limited, Warrington, England. Filed April 7, 1902. Serial No. 101,813. (No model.)

Claim.—1. In a cover for pneumatic tires, the combination with a bias fabric and an outside rubber band of a layer of curved woven fabric of the full width of the cover to be made, substantially as and for the purposes hereinbefore described.

A Run That is Really a Race.

A California concern that sets an example to Eastern dealers is Leavitt & Bill, who have branch houses in San Francisco, Oakland and Los Angeles. This firm promotes races and century runs, and plays an active part in keeping the interest in the sport aroused. On March 22d the third annual century run of the firm, which in one feature is really a race, was held at Oakland.

There were twenty-one starters in the event, of whom eighteen rode simply to complete the distance in ten hours, while three "time men" started out five minutes before. The three racers were F. Florentine, F. Y. Pearne and J. Robinson. It was over a fifty-mile course. Florentine finished first, in 5 hours 47 minutes; Pearne was one minute behind him and Robinson third. Pearne had a fall near the finish that cheated him of the victory.

If you have not yet received a copy of The Bicycling World's twenty-fifth anniversary number it is not yet too late.

The INDIAN Closed Last Season

with a record of having won
practically every notable
event in which it competed.

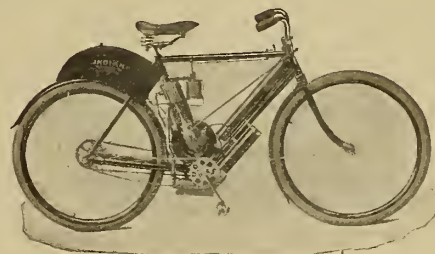
It Opened This Season

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Mile
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to its credit

and may be depended to
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It's a dependable motor
bicycle—one that is built to
"get there" and that does it.
And there is nothing bulky
or freakish in its make-up.

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is not complete without

Smith's Two-Roller Spring Seat Post

Our riders know why.

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The HUDSON

A reliable wheel built by an old established firm.

Write for 1903 Catalog and Prices.

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for jobbers and dealers whose trade required a well made, well-designed wheel to sell at a low price.

We haven't made much noise, being too busy making bicycles. Enlarged facilities enables us to add a few new customers. Our proposition may make YOU one of them. Better get it now.

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will help you understand many things about motors which may now seem hard of understanding.

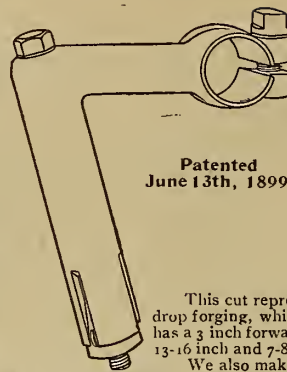
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We also make a medium price bar top out of laminated tube, which looks as good and is as strong as the seamless; with grips on you cannot tell them apart. We make them in all our shapes. Send for circular and prices of these goods, and also samples, and you will use no other.

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WE MAKE OUR OWN WHEELS

They are known the world over.

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WE SELL THE BEST BICYCLES THAT RETAIL AT \$25.00.

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We have always made these three grades and values, and we shall keep on making them.

Our bicycles are unquestioned for durability and for speed qualities.

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and be assured of the right prices,
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Boston Cycle & Sundry Co.,

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that everyone knowing anything about good cycle construction knows the genuine merit of a Berkey Spring Seat Post compared with any other.

The only Spring Post having all wearing parts made from bar stock and case hardened, with Ball Bearings that you can adjust for any wear or side motion of saddle, eliminating friction and insuring long life and genuine satisfaction to the user.

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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, April 18, 1903.

No. 3

WILL ISSUE THE CALL

New York Motor Cycle Club for National Organization and Will Lead the Way.

It is now settled that an effort to form a national organization of motor cyclists will be made, and that the effort will prove successful there is no reason to doubt.

Definite action to that end was taken by the New York Motor Cycle Club on Monday night last. The committee appointed at the meeting in March to canvass the situation then reported that the replies to their communications made it appear that the desire for a national organization of the sort was deep rooted and growing, and gave such promises of co-operation that it hardly seemed possible that any effort made would lack adequate support.

The recent passage of the burdensome law in New Jersey and the pending bill in Massachusetts, both of which specifically bracket motor cycles with big automobiles were referred to feelingly in the ensuing discussion, and had much to do with shaping the club's decision.

After all had been said the committee, R. G. Betts, E. L. Ferguson and Dr. F. A. Roy, were instructed to proceed with all possible dispatch in the issuance of the necessary call and in making all necessary arrangements for effecting the proposed organization. They were given full authority to name the date and place of meeting and to perfect all details.

The committee has not since held a meeting, but it is known that the idea in view is to arrange not only to form the national organization but to hold in connection a programme of contests and general jollification, probably at a New England shore resort or somewhere on the Atlantic Coast.

Ohiolans Incorporate in Connecticut.

The McIntosh Hardware Corporation, of Hartford, filed its certificate of organization in that State early this week. The authorized capital of the concern is \$600,000, of which \$350,200 has been subscribed. The subscription consists of the ownership by George T. McIntosh, A. C. Hord, F. P. Smith

and H. H. Bishop, all of Cleveland, Ohio, in the McIntosh-Huntington Company, incorporated in Connecticut and doing business in Cleveland, Ohio. The stockholders of the McIntosh Hardware Corporation are: George T. McIntosh, 1,000 shares; H. H. Bishop, 1,000 shares; A. C. Hord, 1,000 shares; F. P. Smith, 500 shares; John T. Robinson and Lucius F. Robinson, both of Cleveland, Ohio, one share each. The officers of the corporation are: George T. McIntosh, president; H. H. Bishop, vice-president; A. C. Hord, treasurer, and F. P. Smith, secretary. The concern jobs bicycles in addition to its chief line, hardware.

Now the Hon. Harry Walburg!

While Harry Walburg, secretary of the Miami Cycle and Manufacturing Company, was in New York last week for the purpose of attending the meeting of the Bicycle Manufacturers Association, his townspeople, without his knowledge or consent, ran him for councilman and elected him by a handsome majority. It was not until he returned home that he learned of the honors that had been thrust upon him. There is no doubt that Middletown, Ohio, has at least one councilman who is a credit to the place.

Little Left for Olive Creditors.

James E. Ratchford, the trustee of the estate of the Olive Wheel Company, has made and filed his final report as trustee, the report showing that he has on hand to the credit of the estate \$1,207.07. This sum is to be divided among the creditors of the bankrupt, subject to the disbursements and expenses of administering the estate. The final meeting of creditors will be held at the Bankruptcy Court in the Onondaga County Savings Bank Building, Syracuse, N. Y., on May 4, 1903, at 11 o'clock in the forenoon, to pass upon the report.

Bankruptcy Blocks Liberty.

An involuntary petition in bankruptcy was filed on Thursday last against Isaac H. Newman and Bernard Rosenberg, who have been in business at No. 136 Liberty street as the Liberty Electrical Supply Co. The petitioning creditors were Emil B. Abbott, \$303; Bernard Gotliberg, \$121; William Roche, \$170. It is alleged that the company has transferred property in an effort to defraud creditors. The concern handled motor cycle batteries and other supplies of the sort.

BAY STATE HITS HARD

Motor Cycle Makers, Dealers and Riders to pay Tribute—Other Astounding Proposals.

Like New Jersey, the State of Massachusetts is in a fair way of specifically classing the small, light, narrow motor bicycle with the big, broad, heavy motor car.

Of a multiplicity of acts that have been introduced into the Legislature, the Committee on Roads and Bridges has reported favorably House bill No. 1,325, as petitioned by Henry W. Higginson and others. In some respects it is one of the most drastic measures ever proposed. It invests the State Highway Commission with the almost autocratic power to not only permit the use of the public roads, that is, to license only such motor cyclists as they deem proper and to revoke such licenses at will, but to exclude them from any parkway or roads at the commission's pleasure.

Speed limits of twelve and twenty miles per hour are prescribed, but they are set at naught by the authority granted the towns or cities to make such speed laws or other regulations they may see fit to make.

The registration and numbering of motor cycles is, of course, required, and it is stipulated that the certificate of registration shall be always carried, not in the rider's pocket, but "in the motor cycle"; if the motor cycle be sold the certificate must be returned to the Highway Commission with full particulars regarding the sale. Manufacturers of and dealers in motor cycles must have a special license to engage in the sale of such vehicles. The four-inch numbers to be carried must be displayed not only on the rear of the motor cycle but on both sides.

The sanest provision in the bill is the clause exempting non-residents who are registered in other States, but again this sanity is reduced to a minimum by the provision that these non-residents shall be subject to such rules as the Highway Commission may make.

As a whole the bill is a remarkable one,

suggestive of witchery, Czarism and pawn-brokerage. In full it follows:

An act to provide for registering automobiles and motor cycles and for licensing operators thereof.

Section 1. All automobiles and motor cycles shall be registered by the owner or person in control thereof in accordance with the provisions of this act. Application for such registration may be made, by mail or otherwise, to the Massachusetts Highway Commission or any agent thereof appointed for this purpose, upon blanks prepared under its authority. The application shall, in addition to such other particulars as may be required by said commission, contain a statement of the name, place of residence and address of the applicant, with a brief description of the character of the automobile or motor cycle, including the name of the maker, the number, if any, affixed by the maker, the character of the motor power, and the amount of such motor power stated in figures of horse power; and with such application shall be deposited a registration fee of five dollars, except that the fee for motor cycles shall be two dollars. The said commission or its duly authorized agent shall then register the automobile or motor cycle described in the application in a book to be kept for the purpose, giving to said automobile or motor cycle a distinguishing number or other mark, and shall thereupon issue to the applicant a certificate of registration. Said certificates shall contain the name, place of residence and address of the applicant, the registered number or mark, shall prescribe the manner in which said registered number or mark shall be inscribed or displayed upon the automobile or motor cycle, and shall otherwise be in such form and contain such further provisions as the commission may determine. A proper record of all applications and of all certificates issued shall be kept by the commission at its main office, and shall be open to the inspection of any person during reasonable business hours. Said certificate of registration shall always be carried in some easily accessible place in the automobile or motor cycle described therein.

Upon the sale of any automobile or motor cycle, its registration shall expire, and the vendor shall immediately return the certificate of registration to the Highway Commission, with notice of the sale, and of the name, place of residence and address of the vendee.

Every manufacturer of or dealer in automobiles or motor cycles may, instead of registering each automobile or motor cycle controlled by him, make application upon a blank provided by said commission for a general distinguishing number or mark, and said commission may, if satisfied of the facts stated in said application, grant said application, and issue to the applicant a certificate of registration containing the name, place of residence and address of the applicant, the general distinguishing number or mark assigned to him, and otherwise in such form and containing such further provisions as said commission may determine; and all automobiles and motor cycles owned or controlled by such manufacturer or dealer shall, until sold or let for hire or loaned for a period of more than five successive days, be regarded as registered under such general distinguishing number or mark. The fee for each license shall be ten dollars,

No automobile or motor cycle shall, after the first day of August, in the year nineteen hundred and three, be operated upon any public highway or private way laid out under authority of statute, unless registered as above provided, and the registered number or mark of every automobile and motor cycle operated as aforesaid shall at all times be inscribed or displayed upon both sides and the back thereof in Roman characters not less than four inches long, and conforming in this and other details to the requirements prescribed by the Highway Commission in its certificate of registration.

Section 3. Licenses for operating automobiles and motor cycles shall be issued by the Massachusetts Highway Commission or duly authorized agents thereof. Application shall be made upon blanks prepared by the commission for this purpose, and the licenses issued shall be in such form and shall contain such provisions as to said commission seem desirable. Each licensee shall be assigned some distinguishing number or mark, and a proper record of all applications for license and of all licenses issued shall be kept by the commission at its main office, and shall be open to the inspection of any person during reasonable business hours. Each license shall state the name, place of residence and address of the licensee and the distinguishing number or mark assigned to him.

Special licenses for operating automobiles or motor cycles for hire shall be issued by the commission, but no such license shall be issued until the commission or its agent duly authorized shall have satisfied itself or himself that the applicant is a proper person to be granted such license. Such licenses shall be granted for one year only.

The fee for each license to operate for hire shall be three dollars; the fee for other licenses shall be two dollars. All fees shall be deposited at the time of making the application.

Automobiles and motor cycles registered in other States and driven by persons licensed in other States may be operated on the roads and ways of this State, subject, however, to such rules as the Highway Commission may make.

The commission may at any time suspend or revoke any license for any misconduct of the licensee.

Section 4. No person shall, on or after the first day of August, in the year nineteen hundred and three, operate an automobile or motor cycle upon any public highway or private way laid out under authority of statute, unless licensed so to do under the provisions of this act. No person shall operate an automobile or motor cycle for hire, unless specially licensed by the commission so to do. No person shall employ for hire as chauffeur or operator of an automobile or motor cycle any person not specially licensed as aforesaid, and every chauffeur or operator for hire shall, while so acting, display the distinguishing number or mark assigned to him, in such manner as may be prescribed by the commission.

Section 5. Every person having control or charge of an automobile or motor cycle shall, whenever upon any public street or way and approaching any vehicle drawn by a horse or horses, or any horse upon which any person is riding, operate, manage and control such automobile or motor cycle in such manner as to exercise every reasonable precaution to prevent the frightening of any such horse or horses, and to insure the safety and protection of any person riding or driving the same. And if such horse or horses appear frightened, the person in control of such automobile or motor cycle shall reduce its speed, and if requested by signal or other-

wise by the driver or such horse or horses, shall not proceed further toward such animal unless such movement be necessary to avoid accident or injury, or until such animal appears to be under the control of its rider or driver.

No automobile or motor cycle shall be run on any public way or private way laid out under the authority of statute outside the limits of a city or the thickly settled or business portion of a town or fire district at a speed exceeding twenty miles an hour, or within a city or the thickly settled or business portion of a town or fire district at a speed exceeding twelve miles an hour. Upon approaching a crossing of intersecting ways, also traversing a crossing or intersection, and in going around a corner, every person operating an automobile or motor cycle shall run it at a rate of speed less than that hereinbefore specified and at no time greater than is reasonable and proper, having regard to traffic and the use of the way and the safety of the public.

Section 6. The commission may suspend or revoke the certificate issued to an automobile or motor cycle under section one of this act, or the license issued to any person under section three of this act, for any cause which it may deem sufficient; and any person convicted of violating any of the provisions of this act shall be punished for each offense by a fine not exceeding two hundred dollars. Any person convicted of operating or causing or permitting any other person to operate an automobile or motor cycle after a revocation or suspension of the certificate or license granted under this act for such vehicle shall be punished by a fine not exceeding two hundred dollars, or by imprisonment for a term of ten days, or by both fine and imprisonment.

Section 7. Every automobile or motor cycle operated in this Commonwealth shall be provided with adequate brakes and with a suitable bell, horn or other means of signalling, and shall, during the period from one hour after sunset to one hour before sunrise, carry lights as prescribed by the Highway Commission.

Section 8. The fees received under the provisions of this act shall be paid over monthly by the secretary of the Highway Commission into the treasury of the Commonwealth, and be set aside as a fund to be known as the automobile fund, and so much of said fund as may be necessary to meet the expenses of this act shall be paid out of the same. Any balance remaining may be used by the State Highway Commission for repairs on State highways.

Section 9. The term "automobile" as used in this act shall include all vehicles propelled by other power than muscular power, excepting railroad and railway cars and motor vehicles running only upon rails or tracks. Nothing herein contained shall be so construed as to affect the rights of boards of park commissioners as authorized by law, or the Board of Aldermen of cities, or the Selectmen of towns, to make special regulations as to the speed of, or the use of, particular roads or ways by automobiles and motor cycles; including the right to exclude them altogether therefrom, subject to the approval of the Highway Commission; but no such special regulation shall be effective unless notice of the same is posted conspicuously at the points where any road affected thereby joins other roads.

Section 10. Chapter three hundred and fifteen of the acts of the year nineteen hundred and two is hereby repealed.

Section 11. Except as otherwise provided herein, this act shall take effect upon its passage.

MAKE GOOD MISSIONAIRIES

Shrewd Dealer Makes Trial Machines Act as Salesmen With Success.

"Talk goes a long way with some customers, but there are others who can be reached only by something more tangible. I have had cases where I just about talked myself blind, and then was no nearer clinching the sale than when I started. Next I tried a new tack and, presto! the sale was made." The dealer was in a talkative mood, and The Bicycling World man set himself to listening.

"When you have got good machines it is the best plan to let them do a part of the talking. If a prospective buyer tries a machine and likes it the sale is as good as made. You have yourself to blame if you don't land your man after that. Risky? Well, not very. That is, of course, if you can depend on your machines. If there's anything wrong about them, it is better to talk than to do anything else. And, believe me, you will have plenty of talking to do before you get through with it. But that is getting away from the subject.

"Years ago, after I got well started on using machines to do a good part of my talking, I played the game for all it was worth. I found that it paid to do so. And it was not long before I got so I could play one machine off against another.

"You see, it would be this way: A man would come into the store with his mind pretty well set on a certain wheel. Usually, of course, it would be one that I sold; although occasionally it would be a rival machine, and the man came in simply to make comparisons or to satisfy his conscience by looking at all kinds before making a purchase. My first play was to find out what he was thinking of getting or had his mind set on. If you go about it right you can do this four times out of five.

"This done I would form my plan of campaign. I usually had a machine that I preferred to sell above everything else, and unless I found that the customer was dead set against this I played it hard. There would be a machine all ready to try, and you may depend on it that that machine was keyed up to concert pitch whenever it was put in a certain place on the floor. If the President of the United States were due to ride it it could not be gone over more carefully than it was. The foreman of the shop had his tip, and I held him personally responsible for the machine. Consequently, he always took a look over it himself before it was brought out. Then I would inspect it, and between us there was not much chance of anything being 'out' about it.

"A ride on that machine was frequently a revelation to the man who was accorded that privilege. I have made scores of sales without having to open my mouth, beyond assuring the customer that a new machine

of the same kind would run just as well. It was not our fault if they did not, and I am sure that we did everything we could to effect this object. If the buyer noticed any difference we tried to convince him that it was imagination, and usually succeeded.

"We followed up this move by giving another machine for trial. We did not take as much pains to have it running at its best, but, on the other hand, we never 'doctored' it so as to make a bad showing. That would not have been fair. Nor was it necessary as a rule. The machine we favored was the better one, so we believed, and we took precious good care that it should tell its story in the most effective way.

"Sometimes, though, we would catch a Tartar. I remember one case in particular.

"I went out with a customer, he riding one machine that I wanted to sell him, while I took one that I knew he had his mind set on. We were out all the afternoon, and we tried the machines over all kinds of roads, changing back and forth, comparing, weighing, talking, until I felt like a rag. I knew that my favorite was the better machine. It was geared right, the adjustment of the handle bar and saddle was better, it ran easier and no unprejudiced man could help admitting that it was the superior. But the man bought the other machine. He simply wanted it and would have it. He even went so far as to admit that my favorite did seem to go a little better, but added that he had always wanted the other make and he guessed he would take it.

"I was sore and disgusted, and I fought for that sale as I never fought for another, in spite of the fact that we could make just as much money off the other one. But I had to give it up as a bad job. He had his way!

Paine Finds a Convenient Excuse.

On Thursday J. Overton Paine, a Wall Street broker, was arrested for contempt of court, and almost simultaneously he filed, together with his brother, an assignment for the benefit of creditors. In the assignment the following statement appears:

"Other reasons for our assignment are heavy losses in automobile and bicycle stocks and factories."

As far as is known, Paine's only appearance in the bicycle industry was in connection with the Stratton motor bicycle. This was exhibited at the 1901 cycle show in this city, and advertised at a cut price. It never appeared on the market as a commercial article, however.

First Motorcycle Club House.

It is a matter of historic record that the first exclusive motor cycle club quarters are about to be established at No. 1904 Broadway, this city. The New York Motor Cycle Club has completed arrangements to secure possession of the second floor and basement at that address, and will be housed there before the end of the month. It is a central location and on a wide asphalted thoroughfare, with a wide entrance and court for motor bicycles on Sixty-third street. With a regular meeting place and ample storage facilities thus provided, it is expected that the club membership will experience a quick and considerable boost.

DUNLOP WINS APPEAL

British Tire Companies Battle Over Patents—Wapshare Decision is Reversed.

As a result of a decision handed down in the British Court of Appeals on March 31, the Dunlop Tire Co.'s long list of victories in patent litigation was added to. It succeeded in securing a reversal of the decision of a lower court in favor of the makers of the Wapshare tire—a decision that was really the only serious check the Dunlop Co. ever received. It was not surprising, therefore, that an appeal was taken, and that appeal has now been sustained.

Owing to the circumstances surrounding the case the importance of the decision is, in a considerable measure, at least, minimised. The particular type of Wapshare tire which the lower court contended did not infringe the Dunlop patents is not now and has not been for a year or more made by the Clifton Rubber Co., which is the defendant in the suits. They refer to it as an experimental tire, "which has long been discarded by us," and add that as long ago as June they were ready to discontinue their battle on it and consent to an injunction being granted.

This being so, and it is virtually admitted by the Dunlop Co., it is clear that the entire battle is to be fought over again, the new Wapshare tire being also alleged to infringe the Dunlop. Notice is given by the Dunlop Co. that other proceedings have been brought "in respect of the Wapshare tire with the rivet attachment," and this action will accordingly be fought next.

As the present case has been in the courts for nearly two years, and the Dunlop patents expire in September, 1904, it will be readily seen that except in respect to compensatory damages the decision is not likely to materially affect the status of either of the combatants.

The point at issue between the Dunlop and the Wapshare tires is the method of fastening by inextensible wires. As is well known, the Dunlop fastening is of this type, while that used in the Wapshare was held to be extensible or adjustable, and it was further claimed that its attachment to the rim was not absolutely dependent upon the wires. In proof of this a tire with the wires cut was successfully ridden and exhibited to the Court at the first trial.

The Court of Appeals held, however, that such a tire, i. e., one with the wires cut, was not marketable. It was also claimed that since the first decision the construction had been slightly changed, with the result of making the wire a more important part of the tire than ever.

"Came up here on Sunday last from Boston on my new Mitchell Mile-a-Minute," writes E. H. Corson from East Rochester, N. H., "one hundred miles of the roughest country riding. It is a wonderful machine; nothing stops it."

It's Worth Something



Penn.

I have ridden your machine for the past three years, and as yet have not found a flaw in it. It has cost me only 75 cents for repairs in that time and it appears as good as new.

JAMES C. DOYLE,

It's Worth Something to a Dealer

TO have a customer who feels as well satisfied as he. He's a riding advertisement, always talking for the dealers benefit.

It takes no more effort to sell bicycles which make their owners feel that way, than it does to sell the other kind, and each sale makes another one—or more.

Come with us and share in the prosperity which good goods at fair prices always bring,

National Cycle Manufacturing Co., Bay City, Mich., U. S. A.

FISK Bicycle Tires

FISK No. 88 H.

FISK Puncture Proof.

“ “ 88.

“ Cactus.

“ “ 66 H.

“ Tandem.

“ “ 66.

“ Motor Bicycle.

FISK Motor Tandem.

YOU CAN OBTAIN INFORMATION ON ALL OF THESE AND SOME OTHERS BY WRITING A POSTAL.

FISK RUBBER CO., - Chicopee Falls, Mass.

BRANCHES:

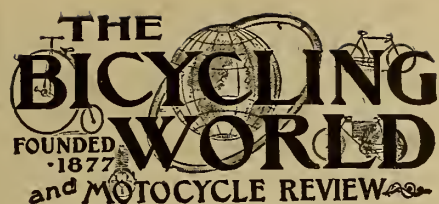
BOSTON,
604 Atlantic Ave.
SYRACUSE,

SPRINGFIELD,
40 Dwight St.
423 So. Clinton St.

NEW YORK,
83 Chambers St.
BUFFALO,
28 W. Genesee St.

PHILADELPHIA,
916 Arch St.
DETROIT,
254 Jefferson St.

CHICAGO,
52 State St.
SAN FRANCISCO,
114 Second St.



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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should

Address us at P. O. Box 649.

NEW YORK, APRIL 18, 1903.

The Dam-pening Weather.

Unless the sun shortly ceases the game of hide and seek which it has been playing in this part of the country for the past six weeks, the pleasure of the cyclist and the profits of the cycle trade will be very much less than with reason had been predicted.

Since snow-time it has been rare that there has been more than two successive days of sunshine, and as a result, the business and the spirits of those engaged in the business has been bogging up and down like the float of a well-nibbled fish line. The bright skies have filled the stores, only to be succeeded the next day or the day after by rain that has caused the same stores to resemble tombs; and as many of the gloomy days have been Saturdays, Sundays and Mondays, the three money-making days of the week, the losses, coming at the very opening of a promising season, have caused the keenest sort of discomfiture and depression.

This is the third successive year that this sort of weather has marked the spring

months, making it appear that the elements were in conspiracy to injure the cycle trade.

There is left the consoling thought that May and its flowers are close at hand, and as the present week is closing with the sun shining brightly, the hope is uppermost that April has squeezed most, if not all, of the water out of its showers.

What Motorcyclists Must Fight for.

Exactly a quarter of a century ago, a Massachusetts man, addressing the assemblage of wheelmen at Newport, R. I., that had gathered for the purpose of forming the League of American Wheelmen, said:

"We each have the right of every citizen of this country to the equal and impartial use of the public highways, and of the public parks and driveways, which our fathers dedicated, or for which our taxes help to pay; and we will not rest until we and our brother wheelmen have the freedom of travel on our wheels anywhere from Penobscot Bay to the Golden Gate."

Then it was the bicycle as then constituted that was the "white ghost," the "road demon," the "devil horse" of the sensational press and public. To-day the natural development of that same bicycle, the motor bicycle, and the coming of the automobile have caused a recurrence of public fears and of sensational epithets, and there are piling up on the statute books restrictive and un-American and, we believe, illegal laws, such as the cyclists of the previous generation encountered and so successfully rolled aside.

The tongue of the Massachusetts lawyer, Charles E. Pratt, who uttered the stirring sentiment before referred to, is stilled forever, but we cannot believe that the spirit which he breathed died with him. We cannot believe that the motor cyclists of the lamented Pratt's own State of Massachusetts, or of any other State, will rest content with such laws as have been enacted and as the Bay State proposes, the latter of which is published in another column—laws which compel them to pay a fee for the right to use the common road, that require them to travel tagged and numbered like felons and that make their right to use any road or the continued use of the roads subject to the whim or word of any man in or out of public office.

The organization of which Mr. Pratt was the first executive and which fought so strenuously for that principle still lives, or rather breathes, but it is in different hands and it is pulseless, unable or unwilling be-

cause of the men that rule it, to seize or make the most of the opportunity which would renew its strength and glory that was literally laid at its feet and which the Bicycling World repeatedly urged it to embrace.

Failing, as has been the case, it was inevitable that those affected and concerned would take up the fight, and the preparations making for the formation of a national organization of and for motor cyclists come not a moment too soon.

The L. A. W. has declined to act; the automobilists, interested only in their big, broad cars, have selfishly done nothing to aid or to safeguard the small, single track motor bicycle, and it has been caught and is being squeezed between the two millstones. It must be released.

The old fight must be made all over again. The principle—"the right of every citizen to the free and impartial use of the public highway and of the public parks and driveways" is as dear as ever it was; it is worth fighting for. The motor cyclists should not rest until they "have the freedom of travel anywhere from Penobscot Bay to the Golden Gate" and travel untagged, unnumbered, unlicensed, unrestricted—as free as are the other men whose hands guide wheels or grasp reins.

The automobilists are for concession—for stultification of their inherited right. But as one sage has said: "Concession when right is on one's side is cowardly; the more concessions that are made the more are asked to be made."

The miserable laws that are piling up are due to the cowardice of the automobilists. Whatever they may do, we hope the motor cyclists will prove themselves of sterner stuff, and that the spirit of Pratt will fill and move them. And the right to the common roads is not all for which their national organization should exist. There is much else that they can do and, we believe, will do.

Value of Demonstration Models.

One of the most approved and time honored methods of selling goods is through judicious use of the "sample." Especially does this method apply to articles of luxury. Not the staple food products of bread and meat are sampled, but the dealers in wines, cigars, candies and delicacies is always anxious to have you "try it." The reason is obvious. Even if the candies, or jelly, or wine is not quite the best, it will taste good and make one feel like buying. The sample

of a luxury is bound to give pleasure, and therefore every wise dealer in them is an advocate of sampling, because it is the greatest of all help to sales.

The moral of this condition of affairs is not sufficiently appreciated by bicycle dealers. A man who gets a taste of cycling usually wants more. The dealers all learned that a few years ago when the schools of instruction were numerous and were doing a big business. Then the bicycle as a whole was new to many people, and all that was necessary in order to make sales was to get a man to learn how to ride—in other words, to "sample it." The dealers seem to have forgotten this.

Not the bicycle as a whole is new, but there are features of it, such as the coaster brake, the cushion frame and other things, which would be as much of a revelation of possible pleasure to many riders as was the bicycle itself. The thing to do is to get riders to try them. Those who are unacquainted with the pleasure to be had out of the latest improvements should be given a sample of the pleasure.

Demonstration models are paying investments. That, has been proven time and again, and yet dealers forget it and neglect to keep them. The retailers have not begun to make the most possible out of the improvements for the bicycle that have been introduced during the last few years. A great many customers have been allowed to buy wheels without the up-to-date attachments because they cost less and they did not fully appreciate the advantage of the new features. Riders are looking for comfort more than ever and the coaster brake and cushion frame cater to comfort strongly. There are hundreds, yes, and thousands, who would have paid the extra money and bought a wheel with the up-to-date extras if they had thought them worth it, if the dealer had insisted on their taking out a wheel and giving the attachments a good, fair trial. They should have been given a taste of the good things. That would have been worth more than a ton of talk.

A case was cited in the *Bicycling World* last week in which a retailer made thirteen sales out of fourteen time that he lent his demonstration chainless, and this is a fact.

The good new things of cycling, like other dainties, should be sold by samples. Dealers who make it their policy to keep wheels with the latest improvements to lend for the purpose of making converts, will sell the most high priced wheels.

Russianizing Massachusetts.

If the bill affecting motor cycles pending in the Massachusetts Legislature had not been seriously introduced it might well be considered an April fool joke.

The manner in which it sets up the State Highway Commission as a dictatorship with power to deny to certain citizens the use of certain roads or to sweep them off the common roads altogether is so un-American that it suggests that Messrs. Hoar, Atkinson and the other Massachusetts liberty lovers may well cease worrying about the Filipinos and turn their attention to the freedom of their own fellow citizens.

The manner in which the makers of and dealers in motor cycles and automobiles are singled out for special restriction and license and the manner in which individual motor cyclists are required to report and record the sale of their personal property, is suggestive of czars and Russias. These stipulations make it appear that in Massachusetts all who make, sell or use either motor cycles or automobiles are considered malefactors who must be kept under the special espionage usually applied to pawnbrokers and other likely "fences."

It may be possible that the Bay State automobilists are willing to sell their birth-right for a little extra speed, but we hope the motor cyclists will prove themselves not of that ilk.

Two Types of Salesmen.

Two types of salesmen that can well be dispensed with are the indifferent and the ignorant. Both are encountered in the cycle trade, sometimes oftener than is pleasant to contemplate.

Of the two the former is the more aggravating, while the latter excites pity. Even now the purchase of a bicycle is not as matter of fact a proceeding as the buying of a pound of ten-penny nails. The buyer wants to give a little time to it, and to inspect and compare the different models, and he feels that the salesman should be both willing and intelligent. Even if the store is full of other buyers, he should have his fair share of attention, and, as is more likely, if but few people are there it is the more reason why the salesman should throw himself into the business of the minute with hearty good will. To show indifference or an unwillingness to display each model is little short of insult. It is the more annoying, of course, because the customer knows that the neglect is entirely avoidable.

The salesman who tries to do his part but is incompetent is in quite another category. Sometimes he is not as bad as the indifferent one, for he is nearly always conscious of his deficiencies and endeavors to make up for them by a willingness to show goods and explain them as far as his knowledge will permit. If the customer is well posted he can get along fairly well, anyhow, seeking out each point on the machine that he wishes to be further enlightened about and putting two and two together so as to make four.

Nowadays it is the very rare exception for the salesman to be ignorant of the important features of the pedal driven bicycle. But the motor machine is infinitely more complicated, and needs to be studied if the salesman is to be more than a lay figure. Practical knowledge is, of course, the desirable kind; but if this cannot be obtained all at once a theoretical understanding of the details of construction is the least knowledge that any one who attempts to pose as a salesman should be content to possess.

Our contemporary, "*Bicycling World*," of New York, waxes indignant in its last issue over the recent cabled report to this country that "the Remington Arms Co., one of the largest producers in New York, has discontinued manufacturing cycles." Also that "a quantity of special machinery has accordingly been consigned to the scrap heap." A plausible reason is, of course, assigned for the step taken, but at all events it throws a side light on the declining interest in the pastime over in the States.—Cycling.

As there have been probably ten times as many concerns "wound up" in England during the past twelve months, we suppose that, however plausible the reasons, it will be necessary for us to adopt the British tactics and chronicle each discontinuance as evidence of "the declining interest in cycling in the Kingdom" and make light of the causes, whatever they may be. The "evidence" can be made appear quite formidable.

During the past month or two those good old organizations, the Essex Bicycle Club, the New York Bicycle Club, the Wilmington Wheel Club and the Hudson County Wheelmen, among others, have held dinners to commemorate the pleasantly remembered past. These "eating reunions" are all right, but how much better and truer to tradition did the "old fellows," who really are not as old as they appear, prove that they are wheelmen in fact as in spirit by getting together on bicycles.

SEASON OPENS MONDAY

Boston Will Hold the First Meet—Notes of Other Tracks and the Cracks.

It is now verging on the racing season, and signs of activity are to be found among the riders and track owners everywhere. On Monday the Charles River Park track, Boston, will have its opening meet, and although this will be an early date, another month will see most of the tracks formally opened for the summer.

The last details with regard to the paced circuit are to be arranged at Boston on Sunday, at a meeting of the N. C. A. paced circuit committee, to be held there to adopt a schedule of meets.

The Manhattan Beach track will be leased for the season by Kennedy & Powers, who have also the Philadelphia and Charles River tracks, and frequent meets are to be held on the course by the seashore.

The Vailsburg track is still unopened, owing to the differences between the managers and the Mayor of the town being unsettled, and a number of the professional brigade are waiting there for the blockade to be lifted, so that they can begin training on it. There is no doubt about there being Sunday races near Newark this summer, for if the Vailsburg track cannot be used another track will be built nearby. This much has been positively settled upon by the Vailsburg managers, so that the worst that can result from the present deadlock in the Vailsburg situation is a delay in opening the season.

The racing men who are not abroad are hard at work in various places, preparing for the fray.

At the Revere Beach track, Boston, Will Stinson, Hugh McLean and Jimmy Moran are at work. Stinson arrived there last Monday and, going out for a ten-mile spin behind pace, covered every mile in better than 1.30. At Charles River Bennie Monroe, Jimmy Hunter, Harry Elkes and Otto Maya are getting into shape. Floyd McFarland, Hardy Downing and Iver Lawson have been at Vailsburg all the week, but are going to Charles River for the opening there.

Eli Winesett, the former manager of Bobbie Walthour, has taken the management of Hugh McLean, the Chelsea rider, and with his new man will try to beat Walthour, with whom he quarrelled last winter.

Frank A. Gately is handling the affairs of Will C. Stinson.

Joe Nelson will finish his Parisian season by May 8 and at once sail for America to take up his training work on this side, in preparation for the holiday races of May 30, when he will meet several of the prominent riders.

The Lowell track is to be built and will be a member of the National Paced Circuit.

Gussie Lawson will represent the track on the circuit.

Howard Freeman, the Oregonian, has evidently reconsidered his determination not to race this year, as he is seeking a manager.

Albert Champion, the Frenchman, thinks Elkes will be champion this year. Champion will not ride himself, and says that Walthour cannot win against Elkes.

The three new tracks, Baltimore, Charles River Park and Lowell, will be constructed for a speed of a mile a minute, and predictions are made that the huge pacing machines to be employed this year will accomplish it.

Harry Elkes, the champion, believes it possible to travel a mile in a minute on the eight-lap track at Philadelphia.

As there will not be singles enough to go round, both single and tandem pace will be used at Charles River Park April 20, in the open motor paced race.

Jimmy Moran, of Chelsea, may give up the paced field for sprinting. He was once amateur champion among the sprinters and has a famous jump sprint.

Bob Schultz, of Newark, has been secured as pacemaker for Joe Nelson this season. Jimmy Hunter will pace Munroe; Hoffman, of Paris, will pace Elkes; Briggs will have Maya, Gately will be with Stinson, Winesett with McLean, Freddie Sinclair with Gussie Lawson, Zimmerman with Leander, and a Philadelphia man with Walthour.

Immediately after the meeting of Sunday in Boston the schedule for the National Paced Circuit will be given out. There will be a total of nearly 175 races in the list for twelve riders on twelve tracks. The circuit may open during the middle of May with races at Baltimore, Washington, Pittsburg and Philadelphia instead of on June 3, as originally planned.

Nelson Sustains a Double Defeat.

On the Buffalo track at Paris on April 5 Joe Nelson suffered defeat by Contenet in two straight paced heats. The first time the distance was ten kilometers and Contenet won by fifty meters, or about one hundred and fifty feet. The time was 8:24 3-5. In the second heat, at twenty kilos, Nelson's tire punctured and Contenet won in 16:29 3-5. In a one-kilometer scratch unpaced race on the same day Owen Kimble made his debut and rode second to Meyers, who won in 1:31 4-5, which was very fast going and a record for the Buffalo track.

Bald Beaten by Walthour.

At Atlanta, Ga., on Wednesday night, Bobby Walthour won two straight heats in a five-mile motor paced race with Eddie Bald. Walthour took the first heat by three-quarters of a lap in 7:42 2-5, and the second heat by a lap and a quarter in 7:35.

Motor bicyclists of St. Paul and Minneapolis have decided to organize a two-city club for the protection of their rights to use the cycle paths and parkways.

WHY BATTERIES FAIL

Causes Seldom Suspected and too Little Appreciated by the Average Motorcyclist.

In the case of dry cells, it is important to keep them dry, i. e., to keep away rain or even moisture of the atmosphere, and to this end the rubber wrapping and the tightness of the joint in the battery case are important aids. Another factor having important bearing on the efficiency of the entire battery as a whole is the insulation of one cell from another.

Many failures might be traced to a leakage between two or more cells of the battery, such leakage having the effect of short circuiting or cutting out the cells affected, and, as the circuit is closed continuously, the result is that such cells are rapidly spent and the whole battery thrown out as useless, so that the importance of perfect insulation within the battery is seen.

In the case of a battery unaccountably running down in a short time, careful examination should be made for short circuit within the battery, the separate cells should be detached and tested individually by the voltmeter; and it will occasionally happen that from some cause or other one cell is run down, and so crippling the entire battery, which, in this case, would be restored by the addition of one cell. Another way of arriving at the same end in less time is to couple up the complete battery to the voltmeter, and complete the circuit—first, through one cell, when two volts should be shown, then include two, when four volts should be given, and so on; and if the third should be a bad cell, it will be located by no movement on the part of the voltmeter.

Picric Acid and Gasolene.

Picric acid has been heard of again. An English motor cyclist relates an experiment he made with it, using a very small quantity of it as an adulterant of gasolene. By running the gasolene through a filter of picric acid he was able, with an absorption of about half a cent's worth of acid in a gallon of gasolene to not only increase the explosive power of his one and a half horse power engine, but to cover over one hundred miles on half a gallon of gasolene. That is certainly remarkable.

The experiment was interesting, at least, but it is scarcely among the possibilities that picric acid, which is well known to be a very high explosive, with very peculiar properties, will ever be used extensively in explosive motors. In the experiment referred to nothing is said about the effect of the acid on the piston and piston rings. That is a point that would need looking into if there were any real prospect of the matter being carried beyond the experimental stage.

What High Speed Steels Have Done.

"High speed steels have worked a complete revolution in modern engineering, necessitating the building of new and more powerful machine tools, and nearly doubling the output of shops where they have been adopted. All the best makes of high speed steels show ability to withstand the heat engendered in heavy lathe and planer work to such a degree that it is a common sight in machine shops where the latest high speed steels are used to see a tool doing heavy cutting work with that part of the steel where the chip curls off actually red hot. Here comes in the distinction between a plain carbon steel and the high-speed self-hardening product—when a tool made of the former becomes so heated by work as to show the temper colors it softens and the cutting edge is quickly rubbed off, while a high speed tool similarly heated retains sufficient hardness to do the work required," says the writer of a paper read before the American Association for the Advancement of Science.

"Until recently the extensive use of self-hardening steel has been confined to extremely simple forms of tools, where all the work necessary to fit them to service could be done by forging and grinding to shape. Now, however, there have been perfected processes of annealing which admit of self-hardening steel being as easily machined as most of the ordinary carbon grades. The high speed qualities of the steel, as found in

lathe and planer tools, can thus be utilized for cutters of all kinds, complicated or simple in pattern, at a great saving of time through the increased amount of work, such tools are capable of turning out. The greatest advantage, however, which such a steel possesses over the ordinary water-hardening varieties lies in the fact that there is absolutely no danger of loss in the hardening bath, where so many costly tools meet their end, for it is only necessary to heat such a steel to redness and lay it aside to cool, when it will have regained the hardness it possessed before annealing.

"The manufacturers using tool steel have also made great improvements in handling the product scientifically. Pyrometers and heat gauges are employed that reduce hardening and tempering to an exact science. The result of this accuracy on the part of the consumer is that the up-to-date manufacturer of fine tool steel is compelled to specialize, as it were, giving to each customer a temper of steel exactly suited to the kind of tool required. By 'temper' is meant percentage of carbon. In other words, where, according to old-fashioned 'guessing' methods of hardening it would be unsafe to furnish anything but a medium or 'safe' temper, fairly well suited for any kind of a tool it is now possible to give the toolmaker one kind of steel for a reamer, another for a cutting die, another for a lathe tool, etc., thus taking advantage of the greatest cutting power and endurance of steel for any given purpose."

Examine The Tire Fastenings.

Tire fastenings should be looked after carefully at this season of the year. It is a good idea to go over each wheel, grasping the tire with both hands and rolling it back from the rim. If it is not fastened all the way around the loose places should have attention, and if there are many of them the best thing to do is to roll the tire off the rim, preparatory to recementing. Examine the cement closely to see that it has not become dead—that is, dry and crumbly. If there is any doubt about it clean the old cement out and apply a fresh lot. Then there will be no worry about it. A loose tire far away from home is an ugly thing to discover. It may result in a valve stem cut or pulled off, and even of this is escaped it is not always easy to find a shop where it can be cemented.

Many repairmen prefer shellac to any of the numerous kinds of cement used for fastening tires. It has a bulldog grip, and cases have been known where the outer layer of rubber has been torn off in places in the endeavor to take a shellaced tire off without first running a little gasoline or other solvent around the tire. But there are times when too much fastening is better than too little.

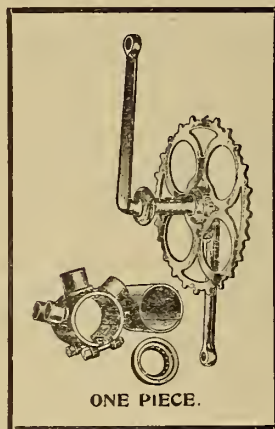
"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

Need Any Hangers ?

SIMPLE.

SAFE.

RELIABLE.



— ALSO —

ECONOMICAL.

GOOD-LOOKING.

PROVEN BY USE O. K.

TWO-PIECE HANGERS,
Bicycles and Component Parts,

MADE AND GUARANTEED BY

JOHN R. KEIM, Buffalo, N. Y.

Canadian Association Gets Together.

The Canadian Wheelmen's Association is still in existence, and last week elected the following officers: President, W. G. Ayling, Montreal; vice-president, H. C. Clarke, Vancouver; secretary-treasurer, H. B. Howson, Toronto. Membership committee, John A. Race, Toronto, chairman; roads and touring committee, A. W. Campbell, Toronto, chairman; rights and privileges, Dr. Mark McElhinney, Ottawa, chairman; rules and regulations, E. R. Brownfield, Toronto, chairman; transportation committee, Louis Rubenstein, Montreal, chairman; Dominion racing board, C. S. Percy, Toronto, chairman. It was decided to eliminate the rule preventing bicycle dealers from holding position on the racing board. Secretary-Treasurer Howson's report pointed out that the C. W. A. has secured affiliation with the League of American Wheelmen and the Cyclists' Touring Club of England. The financial report showed a balance of \$29 on hand. The championship meet on Dominion Day will be at Vancouver.

A. C. C. for Half-Century Runs.

At its meeting on Monday night, the Associated Cycling Clubs of New York decided to undertake next month the first of what may be a series of "half-centuries," or fifty-mile runs. The idea is to attract not the "century fiends," but the more conservative riders, and lead them not over Long Island or New Jersey courses, but over the beautiful and too seldom visited sections of the Bronx and Westchester. The entry fee will be fixed at \$1, which will include dinner at a shore resort and also a souvenir pair of cuff buttons. The Associated Cycling Clubs has also instituted a sort of all-around go-as-you-please tournament, embracing checkers, chess, whist, pool, billiards and the like. Members may engage in whichever game they please, and play out their schedules whenever and wherever best suits their convenience.

No Great "Decline" in the South.

A New Yorker who has just returned from the South says: "I was greatly impressed by the extent to which the bicycle is used in all the small towns. In several States that I travelled through I saw primitive settlements where one store, a church, a couple of saloons, a schoolhouse and a bicycle shop constituted all the public buildings. No place was so small but what it had its bicycle repair shop, and in towns of very moderate size I often saw two or three. In describing the rudimentary city now writers must class the bicycle repair shop with the saloon and church in the vanguard of settlement and civilization."

Proof of Affection!

In a recent breach of promise suit in England a witness was asked what evidence of affection on the part of the man in the case he had seen. Pressed hard for a reply, the witness finally admitted that he had seen the defendant "pumping up the tires of the lady's bicycle."

Motorcycles in Vaudeville.

Resplendent in its full nickel finish, the Merkel motor bicycle used by the Armstrong, Baker & Armstrong troupe of trick riders in their vaudeville performances throughout the country, is an extremely handsome and striking machine, and the first full nickelled one to appear. It was built by the Merkel Mfg. Co. for Myron Baker, of the troupe, and is used both by him and Miss Gertrude Norton in the cycle whirl, along with the ordinary bicycle also shown in the illustration. Preparations are now being made to "Loop-the-Loop" with it—a feat never yet performed with a motor bicycle.

The Merkel people were asked by Baker if the motor would run while the bicycle was



upside down, and they unhesitatingly assured him that it would—that it could be depended upon to work in any position. It has since been found that no trouble is experienced in making the motor run for the brief period that it is upside down in making the loop.

For Reducing Handle-Bar Vibration.

An anti-vibrating handlebar that possesses some fairly novel features has been brought out by a Sheffield, England, inventor. The mechanism, which is applicable to any pattern of bar, consists of two spiral springs, attached to the end of the handlebar. One end of the spring is firmly secured to the bar while the other is left quite free, and upon this part the ordinary handle is mounted, being fixed to the spring by a nut and cap. This arrangement, it is claimed, has been thoroughly tested on both ordinary and motor bicycles with satisfactory results.

Both in Buffalo and Syracuse, N. Y., efforts are making to organize motor cycle clubs; in the former place, E. R. Thomas, and the latter, R. C. Thurwachter are the moving spirits.

Attaining the Proper Reach.

Many riders use too long or too short a reach; and if the matter is called to their attention find themselves at a loss to get the proper adjustment.

Opinions vary somewhat, of course, some riders liking a greater distance between the saddle and pedals than others. But the favorite reach is the one that never allows the leg to quite straighten, even when the pedal is furthest away. This is generally found to give the best all around results. For speed work it should be shortened, while if hills abound a reach a fraction of an inch longer is usually found advantageous. The matter, however, is one that each rider must settle for himself.

Some riders have a penchant for finding, and keeping, their reach by measuring the distance with a tape or piece of twine. When this is done care should, of course, be taken to set the pedal in its proper position. This is, with nearly all machines, at a point slightly in advance of the lowest, and not, as might be thought, at the lowest point. The rake of the diagonal and saddle post tubes brings the rider back of the crank hanger, hence the crank should have the same inclination as these tubes to get the longest distance between the saddle and the pedals.

A simpler method is to get into the saddle and raise or lower the post until the proper reach is obtained. A little practice will make this easy, and the rider never has to bother with measurements. The latter are apt to be deceptive, owing to the fact that it is difficult to allow for the sag of the saddle. With the rider on it, however, this danger is eliminated.

A non-slipping motor bicycle tire offered by an English firm has a flat tread, about one inch in width. In addition it has three circumferential beads moulded around it. The claim is made that it is much more stable in grease than the regulation tire.

Two Types of Repairman.

No one has a better chance to learn the good and bad points of the different makes of bicycles than the intelligent and observant repair man. Frequently he is in a position to give designers pointers, so intimate is his knowledge of the matter; and this is especially true of the faults of machines.

If a bicycle is brought to a shop with a disabled crankhanger, one repairman will make a hurried effort to remedy the evil, and if he does not succeed will declare that repair is impossible and that the owner of the machine will be compelled to buy new parts. Another man will take the hang-

The repairer who takes an interest in the mechanical defects and correctness of bicycles generally tries to have a well-equipped shop. The mechanical spirit will show itself in the equipment of the shop as well as in the methods employed in making repairs. A good mechanic is generally a sign of a good shop, and a good shop is generally a sign of a good mechanic.

The true mechanic may not have a first-class shop equipment when he commences business, but he will add to his outfit as fast as his income allows. He will do what work he can with his original plant in order to earn money to spend for machinery, tools

When the Chain Makes Protest.

When the chain begins to grind, as if making audible protest to its owner, it is a foregone conclusion that it needs cleaning or lubricating—probably both. It should be soaked in kerosene, then taken out and worked so that the joints of each link shall be flushed out and made clean.

When this has been done it is ready for the lubricant. If this is in solid, or semi-solid form it and the chain should be placed in the same receptacle—an empty tomato can will do—and set on the stove so the lubricant will melt. In this way it penetrates each link, lubricating each joint. The

SUGGESTIONS FOR TWO SEASONABLE ADS.

IF WOMEN ONLY KNEW THE DELIGHTS

That Come of Riding a

— Cushion Frame Bicycle

fitted with a low gear and a coaster brake we would find it difficult to meet the demand. The cushion frame prevents the jarring and jolting that were incident to the rigid frame bicycles which women rode during the "craze" period—the low gear enables hills to be climbed easily and the coaster brake permits one to stop pedaling and simply glide over the ground whenever fancy wills.

WE WANT WOMEN

to experience these delights—to know the comfort and pleasure that goes with an up-to-date bicycle. Accordingly we have decided to place a "demonstration model" at their disposal and without charge will give all callers an opportunity to learn what luxurious cycling really means.

er apart and find out just where the trouble lies and what caused it. He will then know what should be done to make the device right and can go about a repair with some direct end in view, not merely trying something which might work or might fail. He has also learned that a certain kind of bracket construction fails to meet requirements under certain circumstances.

Then, if he follows out the same plan with all brackets which come under his notice, he can learn the weak points of each, together with the advantages, and can, if he so desires, correct the fault of one by supplying a construction suggested by another. In this way the repairer can originate improvements which will be valuable because they have been based on practical experience with parts that have given riders trouble and which he has been called upon to repair.

and appliances. He wants a lathe not only for the sake of being able to turn up an occasional cup or to thread an axle now and then, but that he may be able to make tools himself and experiment in lines suggested by faults he has noticed in bicycles brought to him for repair.

He adds this and that tool or appliance not merely to be able to accomplish certain repairs, but to be fitted as well for doing any kind of machine work inspired by his repair trade.

Described how it Works.

"How does it go?" asked one boy of another, as they gazed at a motor bicycle and discussed the mechanical details. "Why," was the reply, "he winds it up with his feet, and when it begins to stop he winds it up again!"—Ex.

Luxurious Exercise. Open-Air System.

NO PULLEYS—NO MONOTONOUS DUMB BELLS—NO
INDIAN CLUBS—NO TWISTING, TUGGING
OR TUMBLING.

Simply the regular and rational riding of a
— Spring Frame Bicycle equipped
with a coaster brake.

The pedalling supplies the exercise, the spring frame the luxury (no jarring or jolting) and the coaster brake affords rest and zest and motion without effort.

You can't beat the combination. If you would have a "sample ride" without cost, see us.

surplus lubricant should be wiped off with a rag or bit of waste, so that it will not attract the dust.

The "sweetness" of running of such a chain must be experienced to be appreciated.

Chain lubrication is made a fine art by an English cyclist. He recommends riders to place the dish containing the lubricant, with the chain immersed in it, beneath the glass bell of an air pump, and then, having created a vacuum, allow the air to return to the bell. The supposititious benefit of this elaborate proceeding is that every bearing of the chain would be thoroughly permeated by the lubricant.

It is courting disaster to leave a gash in the tire unattended for any time. Sand and rubbish work in and make the hole larger and larger, and a burst tire is likely to result.

INFLUENCE OF MOTORS

As yet of Little Effect on Cycle Construction but why Future Holds Promise.

A mental review of cycle mechanics in general and the bicycle proper in particular, extending backward and covering a period of a quarter of a century, is to-day in connection with the motor bicycle a particularly interesting subject.

Following the evolution of the bicycle, stage by stage, the wooden boneshaker, the solid-tired high ordinary, then back to the lower construction styled the safety, which in its earlier day was a refined example in steel of its predecessor, the wooden-wheeled boneshaker, with a chain and multiplying gear which enabled it to compete with the old ordinary for speed, and, moreover, revolutionized the racing-path by introducing a new set of men who found in it a medium for outstripping mere activity and agility by sheer strength. Then there was the front driver, which by means of chain or gearing sought to compete in safety with the safety, and at the same time retain the speed of the ordinary.

Through all these phases up to the climax, when the pneumatic tire joined hands with the diamond frame, and ball bearing heads with ball pedals, to be followed yet later by narrow treads and feather-weight construction; through the "wooden" period of American rims and handlebars, and a thousand and one departures from the beaten path, until by a process of elimination of the bad or indifferent with a corresponding estimation of what proved best and fittest for the purpose, we arrive to-day at what is undoubtedly a triumph in mechanics, and at present prices the best mechanical commercial value in the world, says the Cycle Trader.

Then the motor bicycle. Looking back again one cannot help wondering how it would have happened had the motor come first and the bicycle after. What influence would mechanical propulsion have had in relation to the evolution in general design as compared with the one-man power pedal drive?

These are the questions impossible to answer, but the trend of things already point to the fact that the motor first would have materially affected the design of the bicycle, and in the immediate future may do so yet to quite an appreciable extent.

The earlier successes in the direction of converting the bicycle into a motor driven vehicle were obviously mere adaptations on the part of the manufacturers of the motor and its appliances to existing machines in such a manner as to call for the fewest possible deviations from accepted ideals of the bicycle as a bicycle pure and simple; yet, strangely enough, these adaptations in

some cases have proved so satisfactory—mechanically and commercially—that but detail variations only have been made, and no brand new striking system substituted for what must at the time even in the eyes of the inventor or adapter, have been regarded largely as an experiment.

Signs are not wanting, however, that the vertical or practically vertically placed motor in a position somewhere between the crank bracket and the front wheel will eventually supersede all others as regards mere position.

A point that is likely to affect frame design and the exact manner of mounting the motor to an extent not yet appreciated is the undoubted demand for greater power and greater durability, both conditions—but especially the latter—calling for an increased width of crank chamber which will not be compatible with the present favorite posi-



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

tion, and to retain anything approaching a decent pedal position or width of tread, which means that the motor must be moved forward, backward or upward, clear of the crank throw, or that pedals must be abandoned altogether.

This latter contingency, however, is extremely remote, for the pedals will remain through all variations if only for the sake of safety in controlling the machine in traffic, to say nothing of the many occasions in hill climbing when a few smart, judicious strokes of the rider's foot carry the engine over an anxious moment, or again when the motor really breaks down and it is a question of getting home somehow, for even if the machine should be double the present weight it would not prove a very fearful experience to push it ten or twelve miles, on emergency.

As to the effect of the motor bicycle on bicycle design, and vice versa, no definite line can as yet be struck, though one or two things in this connection are clear enough, and show that the total result will be more or less of a compromise; thus the motor people have already adapted every-

thing to the scheme of the existing bicycle, and with fair success, but the bicycle makers are as yet responding but feebly in meeting the requirements of the motor, usually to the extent only of chopping away one portion of the frame to accommodate the motor, and inserting a tube somewhere else to restore the strength of the frame, or lengthening the wheel base to the same end, and leaving it at that, or adding duplex front forks, and simply inserting stouter gauge tubing throughout, and so on.

But with all the variety—and the variation in frame design and motor position, in combination with method of fixing and driving, is far greater than was ever known in the relation to the bicycle—we have as yet to come across a motor bicycle as a complete machine for which it can be justly claimed that every part of motor and bicycle has been specially designed by qualified persons to the best common end in a mechanical sense, ways, and especially commercial means for the present, apparently blocking anything like a rapid attainment to the ideal in motor bicycle construction.

So it comes about that as things are almost every maker or vender of the article has one and sometimes two or three strong "talking points," but such are more often than not fully discounted by glaring errors in construction in some other portion of the machine.

The fact appears to be that the people who really could put the matter straight have not as yet made up their minds to do so—or yet to leave it severely alone; so that the makers of the motor continue to squeeze half an inch here and a whole one there to effect a compromise with frame builders, and if some more enterprising firm or individual ventures on motor lines original, or if the paying public should be indiscreet enough to plainly state what it requires as far as it knows, then the bicycle frame designer and manufacturer replies by conceding one or two points which merely involve alterations to the extent of two or three new lug patterns and the jigs for dealing with them.

But there is a great future before the motor bicycle, and when the real competitive struggle in all-round design does set in it will be sudden, keen and lasting.

The Retail Record.

Sanford, Me.—Wilbur Varney, new shop.

Buffalo, N. Y.—J. E. Johnson damaged by fire.

Port Richmond, N. Y.—John Lake burned out.

Burlington, Vt.—B. C. Rogers reopens store.

Pepperell, Mass.—Frank J. Dunlap, new store.

Machias, Me.—E. H. Smith buys out Fred Austin.

Somerville, Mass.—F. B. Colley goes out of business.

Coldwater, Mich.—Fred Allen and Dale Rogers buy out the Shugers store.

Linscott, his Stores and Stocks.

As every one who does business in New England knows, Boston is the Mecca of the "down East" dealer. No other large city, not even New York itself, has so much rich territory tributary to it or is regarded in the same light as is the Hub to the clan-nish New Englander. To him "going over to Boston" to get his goods is as natural as any of the other tenets of his business, and the annual, semi-annual or monthly pilgrimage is as regularly taken as anything could be that is regarded as of vital importance.

And if Boston is the Mecca, the Boston Cycle and Sundry Co. is the very shrine itself to the bicycle dealer. It is safe to say that not one dealer in fifty who comes to town goes home without calling there.

The reason is plain. J. M. Linscott, the head of the company, is a natural born merchant, knows his New England thoroughly and has a reputation wide as the section itself for "bargains." To the manufacturing trade he is known from one end of the land to the other as a shrewd and foxy buyer, to whom no lot is too large and none too small to pick up if it be salable goods and at a price.

Nor does his ability as a merchant stop there. When he has got the goods he knows how to display them.

And it is done in none of your big and imposing looking stores, either, which the hard-headed Yankee would figure cost big rent which he in turn must help to pay, that Linscott holds forth, but in a comparatively little store, which, however, is crammed full of stock displayed in a snappy, catchy style that is irresistible in coaxing the reluctant dollars out of the capacious pockets of his customers. The very atmosphere of the place breathes business. From early morning until late at night a stream of people are coming and going, busy clerks are getting busier every minute wrapping up parcels and pulling down parts which are carried away instant, and the whole scene is alive

all the time. The result is infectious, and the man who came in to "look around" finds himself a buyer before he knows it, and goes away home happy that what looked like a formidable problem was solved so easily.

But space has its final limitations, and Linscott's retail trade has grown apace, so that it became utterly impossible to take care of it and the wholesale trade in the same establishment.

The next move was a natural one. Two floors in a big building almost across the street were secured—not the ground floor, mind you, for rent there is expensive, but up one flight—and there was poured a stock that gladdens the eye of every dealer from Maine to the shores of Connecticut.

In it is found nearly every conceivable thing, and all arranged in an orderly confusion that best serves for the transaction of business.

All the stock comes up an elevator at one end, and is gradually distributed to the other.

A sample room for sundries, a salesroom where mountains of tires rise to the ceiling and shelves of small parts stretch around the room, where great boxes of heavier parts, which run on rollers that their contents may be more easily inspected, all meet the eye of the prospective buyer and do not fail to impress him with the magnitude of the business carried on.

As an illustration of the amount of stock carried a *Bicycling World* man saw 3,000 pairs of tires stacked up and was informed that they represented about one-tenth of the number disposed of during the season.

Behind all, in a modest office, sits Linscott, calm, quick-eyed and imperturbable, low but incisive of voice, courteous but decisive in action, presiding over it all.

A man of a varied career, who has had half the trade on his back more than once, whose enemies have tried again and again to pull him down, but who has defied them all and is to-day a power in the jobbing field of New England.

Tells of the Hartford Tire.

"The Hartford tire is a conspiracy between man, material and machinery to produce the most perfect comfort with the highest degree of durability to the riding public."

This is the opening paragraph of one of the most attractive and smartly written brochures devoted to the subject of tires that has seen the light in many a long day. It is entitled "A Few Thoughts," and is issued, of course, by the Hartford Rubber Works Co. It is divided into nine short chapters: "Hartford Uses," "Our Mission," "Our Aim," "Hartford," "System," "Advice," "Prescription," "Results," "An Invitation." Each is appropriately illustrated and is written in the crisp, chatty, saucy style of which this chapter, "Hartford," is a fair example:

"Hartford.—A revolving cushion.

"A luxury that is also a necessity.

"A convenience that filters into one's sense of comfort and soon becomes regarded as affectionately as one of the family.

"Life is too short to be spent without the knowledge that 'Hartford' ease is ever at your beck and call.

"Our modesty does not prevent us requesting your order.

"You will readily understand the absence of any sense of obligation on our part if we get one from you.

"The 'Hartford' will explain why.

"Just a clear case of reciprocity—that's all.

"There's a good chance for you right here to make a note about writing to 'those Hartford people.'"

At various times a number of different colored rubber tires have been in use. In addition to the grayish tire, which has always been the most popular, there have been red and ever black tires. One concern brought out some years ago a parti-colored tire. The tread was one color, the remainder of the tire another. The idea was to get a distinctive tire, and the object was obtained as a matter of course.

**Bicycle Tires.
Automobile Tires.**

Mechanical Rubber Goods.

**Pneumatic Carriage Tires.
Solid Vehicle Tires.**



The Tires That Never Wear Out.

A few choice facts and some interesting figures for the asking.

INTERNATIONAL AUTOMOBILE & VEHICLE TIRE COMPANY,

Main Offices and Factory: MILLTOWN, N. J.

PISTON RING PATTERNS

How to Turn Them Parallel With the Walls of the Cylinder.

"It was shown many years ago that the common plan of making parallel piston packing rings, in which the ring is turned larger than the cylinder, and reduced to the requisite peripheral length by cutting a piece out, is one which must give rise to a non-uniform pressure between the ring and the cylinder walls. The curve to which a parallel ring should conform when outside the cylinder, in order that the pressure should be uniform when put in place, was also calculated," says Engineering.

"So far as we know, no attempt has up till recently been made to make ordinary rings fulfil the necessary conditions, but with a machine now being introduced it is easy to 'peen' cast-iron rings, so that when free they may have any desired form, including that which gives uniform pressure when the ring is in place.

"In making rings with this machine they are first turned to the exact cylinder diameter, and are then, without being cut, placed in the peening machine, being held in a stout die of cast-iron, which is accurately turned to receive them. The peening hammer strikes the inner surface of the piston ring, compressing it against the die surface. This hammer is raised by a cam against the action of two fairly strong spiral springs. When released, these springs bring back the hammer, and the blow is struck. To graduate the blow a cataract is provided, and connected to the hammer in such a way that the power of the spring is exerted partly in giving velocity to the hammer and partly in expelling fluid from the cataract cylinder. By throttling to a lesser or greater extent the outlet from this cylinder, the strength of the blow struck may be graduated from the maximum, possible with the springs provided, down to the lightest of taps.

"The throttling of the escape from the cataract is governed by a cam, which, as the ring moves round after each blow, opens or closes the throttle valve a little more or a little less, so that the succeeding blow struck, as the case may be, is a little lighter or a little heavier than its predecessor. The blows struck are lightest at the point at which it is intended to cut the ring, and heaviest at the opposite end of the corresponding diameter. By altering the form of the cam surface any desired distribution of the peening action is possible. After removal from the machine the ring is finished by cutting through by a saw. The regular hammering to which the ring has been subjected in the machine appears to considerably improve the elastic properties of the cast-iron, of which it is made. The range

of sizes at present dealt with in this way is from $3\frac{3}{4}$ inches up to 24 inches in diameter.

"These piston rings are made on strictly scientific principles. They are cast from a mixture of the very best English and Swedish iron, and are turned and finished in one operation only to the correct size of the cylinder. Then by a special automatic hammering machine they are hammered on the inside surface in such a way that the hardest blow and therefore the greatest stress is set up in the ring diametrically opposite to the joint. The blow of the hammer decreases symmetrically on either side of this point until the joint is reached where it is at a minimum. The result of this is, that an absolutely uniform spring is set up in the ring. This not only insures the ring wearing evenly, but it effectually prevents the ovalizing of the cylinders, a difficulty invariably met with where piston rings are used whose spring is not uniform."

When a Piston Ring Breaks.

The breakage of a piston ring is of rare occurrence, and if it does ever occur can generally be traced to defective lubrication. To replace a ring it is never necessary to dismantle the engine; simply remove the cylinder by taking off the nuts at the crank case or unfasten the cylinder bolts. The new ring should be carefully selected—one with plenty of spring in it and of the proper shape—that is, the thick part of the ring should be diametrically opposite the split ends, then it must be carefully sprung over the piston, which must be previously well greased; if the ring is over-sprung it will take a "set" and lose its shape. The slots of the three rings must be fixed at 120 degrees apart; if they should come in line, or nearly so, a loss of compression and firing in crank case is almost sure to result, hence the importance of care in setting the rings.

Concerning the Emery Bob.

Any material used as an abrasive should not be hard in the sense that it will not break. A well made emery bob is really a continuous file of irregular teeth, yet of even cut, but with this difference—a tooth in a well cut file, when new, presents a sharply defined acute angle to its work, and when the extreme point is worn away it still presents an acute angle, although the top of the tooth is flat. With emery, however, when the sharp point which constitutes its cutting edge becomes worn it should break into one or more fresh points. otherwise an obtuse angle without any cutting power would remain, and the effect would be merely to scratch or rub the work. This is a point which is but little understood by many of the workmen engaged in the trade, and such men think that all they have to do in making a bob is to plaster glue on the felt or leather, rub it in the emery, and when it is set it is an emery bob.

If You Are Interested in Automobiles



WILL SURELY INTEREST YOU.

It is published for the information of the average mortal; no dictionary of mechanical terms is needed to understand it.

PUBLISHED EVERY THURSDAY
AT 123-125 TRIBUNE BUILDING,
NEW YORK CITY.

\$2.00 PER YEAR.
10 CENTS PER COPY.

SAMPLE COPY ON APPLICATION

Aftermath of Atlanta's Mix-up.

There are likely to be some suspensions of riders as the result of the big spill and fist-cuffs in which the six-day race at Atlanta ended last week. Leander and Menus Bedell, who thumped each other, were reported for suspension by the referee, Gus Castle. It was alleged by some of the riders that the general upset at the end of the race was the result of John Bedell riding wide and trying to hold back the others, in order to give the Moran and Butler team an advantage.

As seven out of the eight riders fell, it was a hard job for the officials to place the teams, but they finally did so, as follows: Moran and Butler, first; Walthour-Lawson, second; Leander-Newkirk, third; Downing-Elliott, fourth; Krebs-Galvin, fifth; McFarland, Iver Lawson and Fenn-Root, to divide sixth and seventh money, and Bedell-Bedell to get \$50, which was to go to the losing team.

The winners get about \$450; second, \$325; third, \$250; fourth, \$175; fifth, \$100; sixth and seventh, \$175, and eighth, \$50.

On account of the accident, which prevented the race being run on its merits, all bets were declared off by the officials.

It was announced that it would be the last six-day race to be held in Atlanta. Leander and Menus Bedell were arrested the day after the race for fighting, and were fined.

Murphy Back to his Bicycle.

"Mile-a-Minute" Charlie Murphy, Frank Albert and a few other former racing men have located on Fifth avenue, New York. They have not taken residences there, but that is the place to look for them during the daytime hereafter. They will be mounted on bicycles patrolling that thoroughfare and specially detailed to catch motor vehicles that travel too fast.

Police Commissioner Greene of New York came to the conclusion recently that the automobiles are running too fast on Fifth avenue, and determined to check it by putting a special detail of twelve cops on bicycles on the street between Fourteenth street and the Harlem. The decision was reached on Wednesday and Murphy and Albert, as he always has been known, were at once selected as part of the detail. The full squad of a dozen will be completed later.

These special bicycle policemen will set about catching speeding motor vehicles in scientific fashion. They will each be provided with a book or road rules and will have cards with the time for fractional parts of a mile figured out so that they can tell at a glance at what rate per hour a vehicle is moving by seeing how long it takes to travel one, two, or any number of blocks. These men will carry stop watches, and as the racing men among them are good judges of speed, at any rate, they are apt to be very serviceable in checking those inclined to go too fast through crowded streets.

Murphy, who has been a foot patrolman in Brooklyn for a couple of years, has had an application on file to be assigned to the bicycle squad ever since he joined the force. As foot patrolmen both he and Albert have done good work and repeatedly won commendation.

Negroes' Feet as Track "Rollers."

They were discussing the cycle tracks of the past and of the present, and the differing surfaces that have found favor, only to lose it—dirt, clay, cinders, cement, wood, etc.

"I've seen nearly all the tracks," said a New England cyclist, who attended the Exposition in New Orleans in 1884, "but the one that I like to recall best is the one built in 1884 in Memphis, Tenn. It was the first bicycle track built in the South, and as a great ado was being made over it, I stopped off at Memphis on my way to New Orleans to see what it was like. When I got there they were just giving it the finishing touches, that is, packing and smoothing the surface. It was a dirt course, and there was not a roller in town, and when I saw seventy-five or a hundred big-black negroes going around the track with short mincing steps, I thought it was a colored lunatic asylum out for exercise. When I was told that they were actually employed and engaged in packing the track surface by walking or stamping on it, I nearly threw a fit. I doubt if there was ever before, or since, a track 'rolled' in that fashion."

Rode the Century, Refused the Bath.

Will R. Pitman, who makes of each birthday a cycling event, was fifty-four years old on Sunday last, 12th inst. To prove that he is up-to-date and also that age is not withering, he celebrated the occasion by riding one hundred miles on a motor bicycle on Long Island roads. Younger members of the New York Motor Cycle Club, whom he encountered, endeavored to induce him to go 100 miles from home and return by moonlight, but "Pit" decided that his years would not permit. Instead, and to disprove such an insinuation, he made his annual birthday threat to take a bath in the ice-cold ocean, and later made his annual change of mind.

Denver Actually Arouses Itself.

The dealers of Denver have decided to revive the 25-mile Decoration Day road race, which, in previous years, was one of the notable events of the West. At a meeting held for the purpose each dealer agreed to contribute to the prize list. The idea is to bring out and give the newer generation of cyclists a chance to show their speed, nothing in the way of a bicycle race having occurred in Denver for several years.

\$100 for a 200 Mile Run.

A prize of \$100 has been offered to the English motor cyclist who first makes an actual non-stop run of 200 miles under proper supervision.

Boston Club in the Balance.

Whether or no Boston will have a distinctly motor cycle club depends on the Massachusetts Bicycle Club. At the second meeting last week no definite understanding appeared to be reached. It was suggested that the motorcyclists file applications for membership in the Massachusetts Bicycle Club, and this has been done, but with the proviso that the club's title be altered to Massachusetts Bicycle and Motor Cycle Club. This places the matter squarely "up to" the club. If it does not agree, the motor cyclists will flock by themselves and form an organization of their own.

Two Hundred on a Tour.

Some two hundred cyclists were scheduled to take part in an Easter trip to Corsica, organized by the Club Alpin and the Touring Club de France, which promised to be a big success. The "caravan," in two parts, was to embark at Nice on April 11 and Marseilles on April 12. Upon arriving in Corsica the parties will be further subdivided and will visit the principal points of interest.

Pennsylvania Prohibits Six-day Races.

Governor Pennypacker, of Pennsylvania, has signed a bill prohibiting "six-day races." The bill provides a fine of from \$100 to \$1,000, or imprisonment for any one managing or participating in any athletic exhibition or contest in which any of the contestants is permitted to compete for more than twelve hours a day. A similar law is in effect in this State.

Paris Motorcyclists Organize.

A motor cycle club was recently formed in Paris, the meeting for that purpose taking place at the Automobile Club. Premises at 11 Rue de la Paix were secured. The object of the club is to promote matches and exhibitions solely for motocyclettes. Marquis de Dion, Baron de Zuylen and M. Ballif were elected presidents.

Alphas Will Hold Slow Race.

On Sunday the Alpha Motor Cycle Club, of Brooklyn, holds its annual photograph run, and after the picture is taken will engage in a slow race. So much is being made of speed nowadays that the resulting statistics showing how slowly motor bicycles can be run should prove of more than local benefit.

To Give Motorcycles a Chance.

In connection with the International Cup race in Ireland, several events for motor cycles will be held. On July 4th three races in Phoenix Park, Dublin, will be run, and on the 7th three more, not in the Park, however, but on a four-mile course near Newcastle.

If you have not yet received a copy of The Bicycling World's twenty-fifth anniversary number it is not yet too late.

The Week's Patents.

724,417. Device for Tightening Bicycle Chains. Anders G. Anderson, Worcester, Mass., assignor to Edmund Converse, Worcester, Mass. Filed August 20, 1900. Serial No. 27,379. (No model.)

Claim—The combination with a bicycle fork plate having a central hole and an open slot curved concentric thereto, of a pair of disks provided with central studs adapted to fit and turn in the central hole in the plate, said disks each having a hole adapted to register with curved slot in the plate, an axle extending through the slot and holes and means for clutching and clamping the disks to the plate.

724,607. Battery Box or Other Receptacle. Leonard Paget, New York, N. Y., assignor, by mesne assignments, to Charles Coster, New York, N. Y. Filed August 28, 1901. Serial No. 73,536. (No model.)

Claim—1. A receptacle formed of layers of paper treated with an acid-resisting compound combined with the paper as a whole under the action of heat, one of the constituents of said compound being more fusible and another less fusible, whereby the paper is saturated with the more fusible and coated or glazed with the less fusible constituents, one of the constituents of the compound acting also as a coherer for the several layers of paper, substantially as described.

724,630. Seat Support for Bicycles. Charles J. Tramburg, Minneapolis, Minn. Filed September 18, 1902. Serial No. 123,854. (No model.)

Claim—1. The combination with a bicycle frame having an upright tube, of a two part seat post, the lower section of which passes down through said tube and is supported from and connected to the crank shaft hanger below the crank shaft, and the upper section of which is telescopically movable within said tube, and a spring compressed between said post sections for yieldingly supporting the seat, substantially as described.

724,648. Vaporizer for Gas Engines. Abraham M. Zimmerman, New Holland, Penn. Filed June 14, 1902. Serial No. 111,735. (No model.)

Claim—1. The combination with the air suction pipe of an engine, of a hydro-carbon chamber below said suction pipe and in direct communication therewith, a hollow slotted plug projecting through the suction pipe and into the hydro-carbon chamber and a valve in said plug.

724,672. Amusement Apparatus. Charles R. Culver, Springfield, Mass., assignor to Harold A. Ley, Springfield, Mass. Filed January 3, 1903. Serial No. 137,638. (No model.)

Claim—1. An internal track wheel and a support therefor on which it is axially mounted for rotation, a bicycle adapted to run within, and in traction on said track wheel, a frame pivotally supported coincident with the axis of the track wheel and having front and rear members connected with the head and rear portions of the bicycle respectively.

724,739. Vehicle Brake and Coaster for Cycles or Other Wheeled Vehicles. William Robinson, Brooklyn, N. Y. Original application filed September 18, 1899. Serial No. 730,817. Divided, and this application filed January 7, 1903. Serial No. 138,150. (No model.)

Claim—1. A coasting hub, consisting, essentially, of a supporting shaft, a driving or gear sleeve rotatably supported at a plurality of points thereon, an outer or wheel hub rotatably supported on said gear sleeve and provided with a braking surface, a brake applicable thereto, a braking clutch having its component members concentrically mounted within said hub, said clutch being arranged to actuate said brake, and means for automatically clutching together said gear sleeve and outer hub for driving the wheel and unclutching the same for coasting.

724,795. Bicycle Pump. Sigurd A. Broste, Sisseton, S. D. Filed December 13, 1902. Serial No. 135,161. (No model.)

Claim—1. The combination with a frame having a wheel therein; of a clamp secured upon the hub of said wheel, a bell crank lever journaled upon the clamp, a spring connecting one arm of said lever to the clamp, a pump cylinder pivoted and edjustably secured to the other arm of the lever, a tubular piston rod extending from the cylinder, an arm to the clamp connected to and adapted to support said piston rod, an arm connected to and movable with the bell crank lever, a second arm pivoted to the frame, and means for swinging said arm into the path of the arm of the lever.

724,845. Inflating Device for Pneumatic Tires. Albert de Gingsins, Canton de Vaud, Switzerland. Filed February 5, 1902. Serial No. 92,652. (Model.)

Claim—1. In a device for inflating pneumatic tires, the combination with a valve to be secured in the tire, of an air chamber and a connection between the same and said valve, a check valve in said air chamber and means for connecting said air chamber and check valve to the pump, substantially as set forth.

724,857. Propeller Wheel for Vehicles. Carl H. O. Hamann, Bergedorf, Germany. Filed October 31, 1902. Serial No. 129,571. (No model.)

Claim—1. A traction wheel, comprising a main drive wheel mounted to revolve on its axis at its centre, two auxiliary wheels of equal diameter therewith and located one on either side thereof, and a series of spurs on each side of the main drive wheel pivotally connected at one end to the rim thereof, and all extending in the same direction from their respective pivot points, said auxiliary wheels being pivoted to the centres of the respective sets of spurs on the sides of the main wheel and thereby held to revolve with the main wheel always eccentric to the axis thereof, with the ends of the spurs at the bottom and rear side of the wheels always projected outwardly beyond the rim of the wheels, as set forth.

724,871. Spring Frame for Bicycles. James Hunter, Detroit, Mich., assignor of one-half to Benjamin G. Major, Detroit, Mich. Filed January 7, 1901. Serial No. 42,284. (No model.)

Claim—1. In a bicycle frame, the combination of the rigid bars describing a quadrangular figure, the upper of said bars being slotted, and the lower of said bars being forked, a vertically movable seat mast passing through the slot of the upper bar and between the sides of the fork of the lower bar, a crank hanger to which the lower end of the seat mast is pivoted, rear stays secured rigidly to the crank hanger, and pivoted at their rear ends to the rigid bar of the frame, and a spring rod pivoted to the crank hanger, and connected to the forward end of the rigid frame.

The INDIAN Closed Last Season

with a record of having won practically every notable event in which it competed.

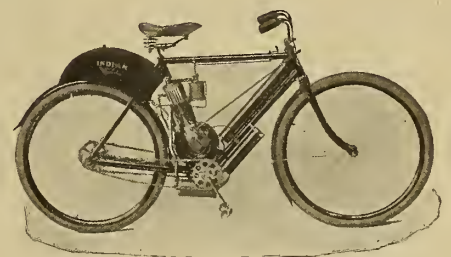
It Opened This Season

by placing

The Mile Record **1:03¹/₅** And the 5-Mile Record **5:37**

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and may be depended to continue the good work.



It's a dependable motor bicycle—one that is built to "get there" and that does it. And there is nothing bulky or freakish in its make-up.

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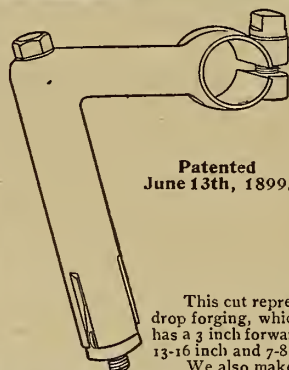
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Try it, the shot's worth the ammunition.

Every Jobber has them, or write direct.

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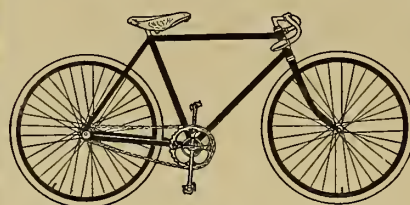
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Two rare old timers are the French racing men, Jacquelin and Bonhours. In their respective fields—Jacquelin led the sprinting brigade, Bonhours the pluggers—they were the cocks of the walk more than half a dozen years ago. This year they bid fair to renew their former triumphs, each having started the season with a victory and announcing his determination to regain the laurels that once were his.

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| " Detroit | | 3.15 P.M. |
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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, April 25, 1903.

No. 4

SALE POSTPONED

Illness of Judge Kirkpatrick Defers A. B. C. Proceedings—Action Expected on Monday.

Owing to the illness of the Court, the assets of the American Bicycle Co. are not yet the property of the Pope Mfg. Co.

Monday last, the 20th, was the date set by Judge Kirkpatrick of the United States Circuit Court for the New Jersey District when objections, if any, to the confirmation of the receivers' acceptance of the Pope offer of \$3,500,000, would be heard, and the attorneys and others interested were on hand in Trenton to perform the duties required of them when word was received that Judge Kirkpatrick had suffered an attack of heart disease and would be unable to appear.

Accordingly the proceedings were postponed one week, or until Monday next, when it is believed the Court will have sufficiently recovered to be present, and when it is expected the transfer of the property will be effected without a hitch.

Due to this delay, the postponed meeting of the Bicycle Manufacturers' Association was also deferred.

Big Patents Nearing Their End.

In a little more than a year the two biggest British tire patents will expire by limitation. They are the Welch and Bartlett patents, both owned by the Dunlop Co., and covering the construction of the Dunlop wired and the Bartlett Clincher tires, respectively. The Welch application was filed on September 16, 1890, and the Bartlett on October 21, 1890. As each has fourteen years to run they expire in September and October, 1904. The Dunlop tire patent itself also expires in September of next year.

Dale Elected President.

At the annual meeting of the new Board of Directors of the Rubber Goods Mfg. Co., Charles H. Dale was unanimously chosen president and chairman of the Executive Committee. Mr. Dale was formerly the head of the Peerless Rubber Mfg. Co.

Wilson Made Assistant Manager.

Lewis D. Parker, president and general manager of the various tire plants of the Rubber Goods Mfg. Co., has announced the appointment of J. C. Wilson as assistant manager of all the companies, with headquarters at Hartford, Conn. Mr. Wilson had charge of the Morgan & Wright factory in Chicago during the recent strike, and has recently returned from a vacation in the South much improved in health.

Noera and Novelty now one.

The Novelty Mfg. Co. and the Noera Mfg. Co., both of Waterbury, Conn., have amalgamated under the title Novelty & Noera Mfg. Co. Mr. Noera, whose concern was a considerable factor in the accessory trade, in pumps particularly, is treasurer of the new concern and will continue to devote himself to his old lines.

Jones of Portland, Ind.

The Jones Cycle & Automobile Co. was incorporated last week at Portland, Ind., with a capital of \$2,500. The incorporators were F. Bimel, J. A. Richardson, Will Detamore, S. H. Adams, L. G. Holmes, A. V. Jones, J. A. M. Adair, E. M. Haynes, J. A. Jaqua, R. H. Hartford, Byron Jones, E. S. McGriff and C. D. Ames.

Hendee's Helpful Contrivance.

The Hendee Mfg. Co., Springfield, Mass., has brought out a snap-on wire terminal that is as simple as can be. It obviates the need of nuts or looped ends to secure the wire to the spark plug, which is in itself no small convenience and time saver. It is being fitted to all the new models of the Indian motor bicycle.

Wyman may Cross Continent.

George A. Wyman, of San Francisco, is the first motor bicyclist to disclose across-the-continent symptoms. If he is able to perfect the necessary arrangements, as is likely, he will undertake the long trip early this summer.

"Business is sensitive; it goes only where it is invited and stays only where it is well treated," remarks E. St. Elmo Lewis.

WANT \$12,000 MORE

Patentees Allege Tire Company Failed to Pay up Capital so Bring Suit.

The Milwaukee Patent Puncture Proof Tire Co., which at one time gave promise of cutting a figure in the business, but which of late years rarely has been heard of, is now having internal trouble of its own that will not serve to better its position.

The trouble has been brewing for some time and has finally led to the filing of a suit against the company and W. D. Halstead, the active man in it, and others who were in the background.

It appears that when Mr. Halstead and the other defendants entered into the agreement with the patentees they agreed to form a \$40,000 corporation and to pay in one-half of that capital. The patentees allege that the defendants failed to carry out this part of the agreement, having really paid in but \$8,000. Suit has been brought to compel the payment of the remainder, \$12,000, some nine persons being made defendants in the case.

How Willis Sells Motorcycles.

E. J. Willis, the New York jobber and dealer, who is one of the few who have thrown themselves heart and soul in the motor bicycle business, is doing nothing half way. Himself the president of the New York Motor Cycle Club and a most enthusiastic rider, he knows the enthusing value of "sample rides" on reliable machines and makes the most of it. He permits any prospective purchaser—in fact, he advertises it—to take a Merkel or an Orient, for which he is agent, on three days' trial.

Racyle got Dublin's Order.

Dublin, Ga., is not a very large speck on the map, but its city fathers have just given evidence of up-to-dateness by voting to mount the local police force on bicycles. After examining the several bicycles submitted to them and considering the several bids, they decided in favor of the Racyle and ordered the wheels shipped by express.

DUCKER ENTHUSES

Buys the Newest Bicycle and Paints its Virtues in Words That Fairly Glow.

Henry E. Ducker, to memory dear and still a cyclist of the keenest order, has a new bicycle. He wants the world to know it, and not without reason. It is a refreshing and inspiring story as he tells it in a letter to the *Bicycling World*. Here it is:

"The earth is shrinking," says George H. Daniels, the genial passenger agent of the New York Central Railroad, in speaking of the reduction of time needed to cross the great State of New York (8 hours and 15 minutes) on the Empire State Express, and now we may add that the hills are being lowered, a gale of wind is losing its force and all roads are being smoothed. This is not a picture painted among luxurious surroundings, but drawn after a ride of forty-three miles in a gale of wind blowing about thirty miles an hour over the hills and poor roads that abound around Albany, N. Y., and by a man in his fifty-fifth year.

"Having ridden a bicycle since 1880, and always the best to be had at the time, I did think in the 80's, when wheelmen were full of enthusiasm and we travelled far and near, that such joys would never return, but I was mistaken; for the full enjoyment of the bicycle is yet in store for the millions of riders in the United States, and this is putting it very mild, for words fail me when I try to express the comfort and joy to be had by riding a chainless, coaster brake, cushion frame, spring fork, two-speed gear model. It is too bad that such a combination of wheel, comfort and joy should require such a term to describe it; it should be expressed in one word, 'Excelsior'!

"So far this season I have ridden some 300 miles on my new Columbia with all these improvements; and while last year my wheel was fitted with the cushion frame and spring front forks, which made all roads smooth, I this year had to have a new mount with the addition of the two speed gear. As a result when I now come to a hill that last year was two miles long and one-half mile high I simply, by a slight kick, throw in my low gear (68), and the hill is only one mile long and one-fourth mile high, and is ridden with ease. (Last year I would walk it.) And when the wind is blowing twenty miles an hour, another kick for the low gear, and 'you would hardly notice it at all,' the wind I mean. But it is on the return with the same wind at your back that you use the high gear, and, talk about a sleigh ride! Well, neither that or a ride in a Pullman palace car is to be compared with it for comfort, ease and real pleasure to that of riding a cushion frame, coaster brake, spring fork and two speed chainless.

"To an old rider these facts will appeal. But one thing that has not been mentioned

in connection with these improvements is the fact that when a rider comes to a sand spot in the road, a good long hill or a gale of wind one does not have to change his stride, a great item in favor of the rider, for by simply throwing in the low gear the same stride is kept up while the speed of the wheel is reduced. In fact, there are so many points of excellence and advancement in the modern up to date bicycle that he is blind who cannot see them."

Downey Wins the Hill-Climb.

The event for motor bicycles which was included in the Massachusetts Automobile Club's hill climbing contest in Boston on Monday last, developed a surprise party of considerable magnitude. There were only four entries, all on $1\frac{3}{4}$ horsepower chain driven machines, but as Oscar Hedstrom was one of the four it was thought the event would be a gift to him. Instead, Joseph Downey, on a Warwick, turned up the winner, with Hedstrom one-fifth of a second to the bad.

The men were started singly, the result being as follows: Downey, 28 seconds; Hedstrom, 28 1-5s.; George Temple, 30 1-5s.; H. E. Rogers, 30 3-5s. All save Downey rode Indians. In the final for winners of each of the several classes Downey finished second in 28s., being beaten only by a $5\frac{1}{2}$ horsepower steam carriage, which did 16 3-5s.; the third car did 43 1-5s.

Hedstrom did not relish his defeat and plainly had not thought it possible. He was mad clear through and to ease himself and before the day's sport was over he made an unofficial ascent in 26s.

The grade was the Commonwealth avenue hill, near Allston—a rise one-fifth of a mile long with a 13 per cent. pitch near the summit.

Why New Jersey was Abandoned.

For years it has been the fashion of the punster to make game of New Jersey as a "foreign country." That the witticism is now almost literally true, so far as non-resident motorcyclists are concerned, was brought home to the New York Motor Cycle Club's committee which is seeking a convenient place for holding the meeting for the projected national organization.

Asbury Park, Long Branch, Atlantic City and other Jersey resorts were considered and were deemed desirable, but were perforce abandoned because of the recent automobile law, which forbids non-resident automobilists and motorcyclists to enter the State without "passports"—that is, unless they have paid for a license and display the legal tag.

As it is probable that many motorecyclists from distant States will attend the projected meeting, it was considered unwise and unfair to require that they pay for a license when they may never again visit New Jersey. Accordingly the meeting will be held in another State.

ESTABROOK MORALIZES

Points out how the Mountain was Climbed and Sees Another Expedition Forming.

"The motor cycle and automobile interest, with the bicycle as well, are up against the task of going all over the ground once well covered by bicycle manufacturers, dealers and enthusiastic agents and riders, led on by such men as Col. Pope and others. This is a herculean task that involves the question of good roads to a large extent, but if persistently followed along the same, or similar lines to that which popularized the bicycle, like results will in time be obtained. It is the young people we have got to interest, as they will soon be the whole thing. Those people, who, for the past few years have ruined the business by crying it down will in time cease or follow the new wave of popular opinion, when the tide will turn. It will take a little time yet, but the ball has started rolling and we must push it along until it crushes the calamity howlers—disgruntled dealers who have spoiled their own and others' business by crying it down.

"The merging of the great plants, whose individuality and advertising was a factor, was detrimental. The reduction in numbers of such useful and striving exponents of the bicycle as were the hustling traveling men was also detrimental.

"The lack of interest in the manufacturers and dealers in not advertising and in not supplying the press with interesting reading matter to fill up cycling columns is another direct cause of the failure. These are some of the principal causes of the decline of cycling, but not all. It is not necessary to tell you, who were one of the first, and who worked so assiduously through the rise to the fall of the business, who made it or what broke it.

"After getting to the top of a great mountain we are not content to stay there; the ambition to go higher is still with us, and lasts for awhile, but we realize that we cannot fly, and so in time, being discontented, we go down again. Once started, we are bound to find the bottom, and there is where we are and have been for some time. We are, however, getting restless again, and see another mountain. There are others, many of them young and ambitious as we were, and together we are organizing a great mountain climbing expedition, taking fresh heart as we daily see our forces augmented. We will start soon.

"We have had a good year and are adding to our stock of all kinds of goods for 1903. We expect to do a larger business in all lines. We are the only people in the bicycle business in Bangor and Brewer. Besides, we are jobbers of sundries and tires. Our retail and wholesale business on talking machines and records has been good, and we think we have been growing all winter."—E. M. Estabrook, Bangor, Maine.

RACING BEGINS

Elkes and Moran Win the Important Opening Events—Big Crowds in Attendance.

A most promising opening of the racing season in the East was scored at Boston last Monday, Patriots' Day. The Revere Beach and the Charles River Park tracks both had a meet in the afternoon, and there was a big crowd at each. About six thousand attended the races at Charles River Park. A twenty-mile paced race was the feature at each track.

At Charles River the crowd saw Harry Elkes defeat Basil de Guichard, Otto Maya and Bennie Munroe. It was a handicap race at twenty miles, Munroe and De Guichard being the beneficiaries. Munroe was conceded two laps and De Guichard one lap by both Elkes and Maya. Elkes and Maya went out into the lead at once, and for four and a half miles hardly twenty yards separated the pair. Then when the latter was making an effort to take the lead both tires on his machine went flat and he withdrew. Elkes lapped Munroe right after this, and on the ninth mile had gained a second lap. In the eleventh mile Elkes lapped De Guichard, and from that time the race was never in doubt. Elkes won by almost a mile, with De Guichard second, the time being 30 minutes 61-5 seconds. Summary:

One-third-mile, open, amateur—Won by George Glasson, Newark, N. J.; Matt E. Downey, Jamaica Plain, second; C. T. Mitchell, Natick, third. Time, 41 minutes 3-5 second.

Two-mile handicap, amateur—Won by Leonard Linberg, Boston, 140 yards; David Jenkins, Cambridge, 180 yards, second; J. A. McNeil, Jamaica Plain, 180 yards, third. Time, 4 minutes 28 4-5 seconds.

Twenty-mile motor paced handicap—Won by Harry Elkes, Glens Falls; Basil de Guichard, France, second; Benny Munroe, Memphis, third. Time, 30 minutes 61-5 seconds.

At the Revere track the paced event was a scratch race at twenty miles, in which "Jimmy" Moran defeated Hugh McLean and Will Stinson, the last named dropping out in the eighth mile and Moran beating McLean by about half a mile in 30 minutes 62-5 seconds.

Moran took the lead at the start, followed by Stinson, with McLean third. Stinson was outridden from the start, and in the eighth mile lost a tire and dropped out. Moran, who had lost the lead to McLean in the fourth mile, regained it in the sixteenth and held it to the finish. Summary:

Two-mile handicap, amateur—Won by L. A. Stoughton. Time, 4:21 3-5.

Ten-mile open, amateur—Won by W. J. Potter. Time, 28:08 2-5.

Twenty-mile paced race, professional—Won by Moran. Five miles, 7:22 2-5; ten miles, 14:49; fifteen miles, 20:29 2-5; twenty miles, 30:06 2-5.

Paced Circuit Organized.

On Sunday at Boston the executive committee of the National Paced Circuit had a meeting to perfect its plans for the championship races behind pace. It was settled that the circuit should be constituted by the following riders and tracks, the riders being named in conjunction with the tracks they will represent: Bobbie Walthour, Providence; Harry Elkes, Philadelphia; Joe Nelson, Charles River Park; Hugh McLean, Revere; Will C. Stinson, Worcester; Otto Maya, Pittsburg; Bennie Munroe, Washington; Basil De Guichard, New-York; Gussie Lawson, Lowell; Howard Freeman, Baltimore; Jimmy Moran, Atlantic City; Harry Caldwell, Hartford, and New-Haven.

The Hartford and New-Haven tracks will have circuit meets on alternate weeks.

The substitute riders for the circuit chosen are Nat Butler, Floyd McFarland, Louis Mettling, Charlie McConnell and Hardy Downing.

The Revere track will be recognized so long as it is under the management of James F. Ingraham.

The date for the opening of the circuit was fixed for the first week in June, and the schedule for the first six weeks was made up. The schedule will be completed later.

The executive committee of the circuit chosen for the season is as follows: Colonel Felix R. Wendelshafer, Providence; James C. Kennedy, New-York; P. H. Hurley, Worcester; C. Ross Klosterman, Baltimore, and A. G. Batchelder, of New-York. All races will be for three men, and each track will hold a race weekly between June 1 and September 1. It was agreed that what are known as the Metz specifications for pacing machines be adopted, and all other styles of pacing machines will be barred.

Must Give Brady his Share.

W. A. Brady has come out victor in his litigation with James C. Kennedy and P. T. Powers over the division of the profits of the six-day race of December, 1901, in the Madison Square Garden, New-York.

The case was decided by Justice Leventritt in the Supreme Court on Tuesday, decision in the suit brought by Brady being rendered in favor of the plaintiff.

Brady claimed that he and the two defendants had been partners in many bicycle contents at the Garden, and had always divided the profits in equal shares. He said they had an accounting, but did not dissolve partnership, and he subsequently went to England to make arrangements for theatrical productions in this country. During his absence the races over which the litigation ensued came off. He demanded his share of the profits, but was informed that when the accounting was made his partnership in the triumvirate came to an end, and that the two defendants had brought off the races on their own account.

Justice Leventritt said he was satisfied the partnership was not dissolved, but was continued and is still in existence, and directed an interlocutory judgment dissolving the partnership and ordering an accounting.

McLEAN LOSES

His Suit Against N.C.A. Practically Thrown out of Court—What Judge Said.

Alex. McLean's case against the National Cycling Association has come to naught. It was practically thrown out of court after a brief hearing before Judge Braley in the Supreme Court at Boston on Wednesday. McLean asked for a mandamus compelling the N. C. A. to reinstate him. His lawyer offered in evidence that McLean is or ever was a member of the N. C. A. or had ever been deprived of anything by that body. The Court asked in vain to have it shown what loss McLean had suffered, of what he had been deprived by the N. C. A. No evidence of the sort was forthcoming and the case was abruptly dismissed.

Chairman A. G. Batchelder, who returned to New York from Boston on Thursday, said: "I never saw such a weak case offered in court. The plaintiff's counsel did not bring forward a single thing to give his case legal standing. It was simply ridiculous. As a matter of fact, there are no individual memberships in the N. C. A., and McLean never had one. As a member of the Revere Beach Track Association he was a representative, but it is a matter of record that he has transferred his holdings in the track. He was a registered rider, but he allowed that to lapse and has now no standing whatever in the N. C. A. As the Judge remarked, a man cannot force his way into a club or any other association, and that seemed to be what McLean was trying to do. If the N. C. A. does not choose to accept his money and issue him a ticket of registration, it cannot be compelled to do so. He has no grounds for action because he cannot ride here unregistered, and he has no grounds for action against the N. C. A. because he could not ride in Australia. The Australian Federation prevented him from riding there. He had better go there and sue."

Where the Steward is Conspicuous.

Racing in the Antipodes is a more complicated matter than elsewhere, judging by the imposing list of officials required to pilot a meet successfully. In one of the Melbourne fixtures last month the following figured: Two stewards, who came next to the referee; judges, starter, timers, umpires, scorers and clerk of course; color steward, scratching steward, penalty steward and dressing room steward; two honorary medical officers (one of them a Dr. Magillicuddy), ambulance corps and handicapper.

It is not easy to imagine any emergencies arising that this brave array was not able to cope with. The way in which casualties are provided for is especially noteworthy.

Wind shields, A. A. Chase says, are worth fully ten miles an hour to the followers of pace.



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NEW YORK, APRIL 25, 1903.

"Any man in touch with the Bicycling World just simply has to be enthusiastic; he couldn't be otherwise. We say 'Amen' to all that the Bicycling World has done and is still doing."—Union Cycle Co., Tampa, Fla.

Models for Every Kind of Man.

If any one believes that bicycles have stood still during the past half dozen years, he has but to take a survey of the field to-day and compare the prices and styles of the machines found on the floor of any first class store.

In sharp contrast to the downward tendency observable for some time after the industry reached its height, both the prices and styles are differing more and more. A few years ago the highest priced machine was listed at \$75, and this was for a chainless, the best chain machines being priced at a figure considerably less than this. To-day the purchaser has to pay close to \$100 if he wishes to obtain the best, i. e., the machine equipped with all of the very latest appliances.

But the upward movement has not been

confined entirely to such machines as these. All along the line there has been a stiffening of price, many concerns dropping the very cheapest models altogether, or advancing their price slightly, while at the same time improving their quality.

The net result is that the rider is now paying more for his machine and is, at the same time, getting better value for the money he pays out. The cheap machines are still to be had—not the \$9.99 kind, made so odious by the department and other cut price stores a few years ago, but good, serviceable chain machines, honestly built and sold at the lowest figure consistent with a determination to make a living, even if small, profit on them. The buyer who cannot or will not pay for the best of any particular class of machine can always find something to suit him in the cheaper grades—bicycles without "frills" or the refinements that have for several years been implanting themselves on the highest types of machines.

To-day a sound and serviceable, but extremely plain, bicycle can be purchased for \$25. Another, having embodied in its construction everything that conduces to comfort, convenience or pleasure, costs only a little less than four times that sum. These are the two extremes. Between them are a host of machines, varying widely in construction and price. But each of them meets the requirements of some section of the great army of riders, none of whom at this time are disposed to make any unnecessary expenditure.

This general appreciation in price has been accompanied by—sometimes preceded by—a similar appreciation in quality. The bicycle of to-day is better than that of the late nineties, and contains features that were then unknown or missing, in spite of the higher prices ruling at that time. On no other hypothesis can the advance that has taken place be explained; and none is needed in the face of the definite knowledge that exists, confirmatory of this fact.

Touring and Clubs.

There is one phase of cycling that never has received even half sufficient attention or encouragement in this country—that is, touring.

Of course, tours and tourists have not been wholly lacking, and each year has seen small parties of two or three or four seeing the country as it can be seen in no other way, and enjoying their vacations in one of the

most delightful fashions imaginable; but for all of that, the average cyclist rarely goes or has gone more than fifty or sixty miles from his own fireside, so to speak. Although so close at hand, the country beyond is left unexplored and remains as a sealed book; in other words, mere "runs" are the rule, and tours are notable exceptions. And yet it is a dull country, indeed, that does not hold within a week's or a half weeks' ride many treasures of land or water or history or of all of them—scenes that will prove refreshingly new to those who are prone to cover the same well known routes Sunday after Sunday.

Long Island will serve as an excellent example. New Yorkers visit it in droves every pleasant Sunday, but comparatively few of them have gone further than, say, Freeport, less than thirty miles out. And but a few miles beyond that point there are miles after miles of the most perfect sidepaths and charming country imaginable. Although having toured in other directions, we confess that, despite long residence, it was only last year that we made a round of the Long Island cycle paths; they really proved a revelation. It is possible to map out a tour of 100, 200 or 250 miles on that island and follow these specially constructed paths nearly every foot of the way, most of it level, or, at any rate, seldom more than gently undulating.

The Associated Cycling Clubs of Long Island, and of New York also, are too often at a loss for direction in which to expend their efforts. We suggest to either or both of them that an organized three days' tour of the Long Island paths, covering Saturday, Sunday and some holiday, is well worth their attention, and will prove in the nature of a diversion that will prove as attractive and instructive as it is agreeable. And there is no reason why the "explorations" should be confined to Long Island, or why clubs in other parts of the country will not do well to make tours, no less than "runs" over hackneyed ground, a part of their programmes.

"Getting Over."

"Whatever the Yankees may say anent the recent correspondence in this paper concerning their bicycles, this fact—which will take a lot of getting over—remains, that, while they can scarcely give away even their best bicycles at £8, very few British makers accept so low a figure even for their poorest wares," etc.—(The Cyclist).

What a crusher that would be if only it

was true. It almost seems a pity that so fine a spleen upon a fiction should be spent. The disingenuous statement should not lead any ingenuous reader to imagine that catalogues of American bicycles do not circulate among the poor, benighted insular press. No, dear children, the catalogues of the best American bicycles have reached there as well as those of the cheap variety. The statement about the "best" American bicycles going begging at \$40 is not a mistake. It is a Britishism. The fact that the best bicycles here list at from \$50 to \$85, and that the \$85 sort are bought by the British nobility and members of Parliament, is quite well known over there. It is the habit of mind there, however, to amuse itself playing at valiance by building men of straw and pulling them apart when dealing with American bicycles. Facts are stubborn things, and the English trade press does not care to deal with them. Inventions, called facts, suit their purposes better. As 'tis said, the "facts" quoted "will take a lot of getting over." That is all it will take—no one will stop at it; the citation of such alleged "facts" by the Cyclist is too common an occurrence for real amusement now, and so it simply evokes a passing smile as we get over, well in hand, and canter on.

While on the course there occurs to mind one water jump which we wonder how our friends of the Cyclist get over. This is the fact announced in their own pages that the best selling bicycles over there are imitations—we thank you for that word—of the American type, and they are sold at American prices. Get over!

Problems That Have Settled Themselves.

Most of the problems that once vexed and hampered the industry have settled themselves, time being the physician that had most to do with the matter.

The option evil, or abuse, for it was variously termed, was one of these problems. It settled itself, not by the abolition of options, but by their regulation. The former method would have wrought fully as much harm as the condition itself; the latter has had the effect of conserving both the interests of the rider and of the maker and dealer. It is for this reason that we hear so little of the option evil nowadays.

With options withdrawn entirely many riders would be put to great hardship. All men are not made on the same model, and to require all to use the same gear, the same saddle, the same kind of handle bars, pedals,

etc., would be as absurd as to expect one size of frame, and that non-adjustable as to saddle post or other means, to give satisfaction to both the five-foot-five and the six-foot wheelman. No one ever thought of doing such a thing, either with the high bicycle or the safety, for everybody knew that it was thoroughly impracticable.

But it would be only a little less unreasonable for the rider to expect the maker, or the dealer, either, to give every purchaser a free hand in calling for options. To operate factories economically and expeditiously, as must be done if they are to be operated at all, the maker must be able to build and assemble to a standard pattern. Deviations from this must be few, and made during

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and get a whole lot more pleasure out of life if they only knew how much better and more comforting is the cushion frame, coaster brake — bicycle of today than were the "boneshakers" of the "boom days."

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the process of assembling and not afterward. Furthermore, the fewer deviations there are—that is, the closer the maker is able to lay his course in the direction of an absolutely standard pattern—the less his product will cost and the quicker it will be completed and placed on the market.

Between these two extremes—the rider who wants unlimited options and the maker who would like to dispense with them altogether—there is, of course, a wide gulf, but one that must be bridged in some manner.

The system that is in vogue at the present time is that bridge. The rider cannot riot wantonly in options—specifying them simply because he can do so without extra charge—nor can the maker refuse to give a reasonable number of them. But the latter is in a position to say that certain equipment goes with certain patterns and prices of machines, and that gear and such like changes must be

confined to the minimum. If different equipment is desired so earnestly that it must be had, then it is a matter for the rider and the dealer to arrange between them. They are the ones who come into direct contact, and the matter properly goes to them for settlement.

While the dealer is thus still made to play the part of a buffer between the rider and the maker, he is at least able to shield himself in a considerable measure behind the maker's specifications.

To Help Motorcycle Racing.

We think that the idea of running 5, 10, 15 or 30 minute races for motor bicycles, instead of five, ten or as many miles, may prove a happy expedient, and, until more is known of them, will prevent the uninteresting runaways that have been so numerous as to make motorcycle racing almost farcical. With minutes instead of miles the basis, if a close race results all the better; if trifling accidents happen to machines the minute basis will prove an incentive to competitors not to quit and if the race is not close, it at least will not be quite so farcical as most of those run last year. The experiment is at least worth a few trials.

It is not so much in making motor bicycle repairs that skill is required; it is the ability to locate them. That makes sterner demands on the repairer—whether amateur or professional—than anything else. "First catch your hare." It is frequently an easy matter to put things to rights.

Who's the Guilty Manufacturer?

Editor of The Bicycling World: We would like to ask whether other dealers are getting the same treatment we did from a motorcycle manufacturer, one of the oldest and, as we supposed, one of the most reliable in the business. We took the agency in October last, also a sample machine. We devoted considerable time and money to advertise it, and were always ready to run the machine and explain the working of it to any one interested. We took it out and let quite a number of admirers try it under our own supervision. Judge of our surprise when we found one had been purchased direct at the wholesale price by a merchant to whom we had devoted considerable time in explanation. This was bought for his workman, who is riding it at the present time.

Under such circumstances, what protection do we agents have, or what incentive to devote time in trying to sell goods that can be bought direct at the short price by anybody who has the money?—G. N. Rogers, Schenectady, N. Y.

WEIGHT THE BEST BASIS

Added Argument Showing it to be Truest Standard for Handicapping Motorcycles.

In France it has been adopted, and now England is being urged to adopt the idea of handicapping motor bicycles solely on the basis of weight, as was advocated some months ago by the *Bicycling World*. The argument advanced was that attempts to classify motor bicycles by cylinder capacity involved a great amount of work and the classifying was inadequate after all, while dividing them according to weight would be satisfactory and could be very simply done. In the motor bicycle, where the effort is made to keep the weight down to the lowest point compatible with safety, increased power inevitably means increased weight, and in all well balanced cycles the weight of frame and motor are proportionate to their power. Classification for racing according to weight would tend to improve the manufacturer's product by putting a premium upon his developing the most power possible within the limits of the weight classes fixed by the handicappers.

This view of the matter is concurred in by E. H. Arnott, the well known English expert, who in a letter written to the assistant secretary of the Automobile Club of Great Britain and Ireland expresses himself as follows:

"At present the tendency seems to be, as in the case of the Reliability Trials, to classify by cylinder capacity. I think that if this standard is adopted for races a great mistake will be made, and that the standard should be fixed by weight, and this for many reasons."

"I believe that the objects of the racing rules will not be only ease of handicapping, but also the improvement of motor cycles in general by competition, the abolition as far as possible of freaks, and the use of commercial engines, and the question is, how is this to be done? To my mind, the cylinder capacity standard absolutely fails in this, and is most unreliable as a means of handicapping, as the following points have in addition in each case to be taken into consideration when determining the horse power: number of revolutions per minute, compression, size and weight of flywheels, size of valves, etc."

"The tendency of the cylinder capacity standard would thus be to encourage very high compression, and freakishly large and heavy flywheels, as these points would not be penalized in any way. As far as the handicapper is concerned, his lot would not be at all happy. In the case of two machines, apparently identically the same, being entered for a race (say 2¾-h. p. with bore and stroke 76 by 76 millimetres), it would not be possible for the handicapper to know that one of the engines had had a little turned off the top of the cylinder, and the compression

increased—thus altering its power for better or for worse as the case might be—and it would be nearly impossible to check this. Handicapping, in the strict sense, must, for motors, I think, be very much of a lottery, and I believe the simplest and best way to arrange these matters would be to work on the Continental lines, namely, classes confined to certain weights—no handicaps at all in the strict sense. The advantages of the weight system include ease of checking, only a weighing machine being required; the encouragement to manufacturers to reduce weight, this being equally as important as securing the greatest amount of power from a given cylinder capacity. The beneficial results from this system are very fully demonstrated by the enormous reduction in the weights of cars during the last two or three years, the strength apparently being in no way sacrificed. The same remark applies to Continental motor bicycles, and an example can be found in the Werner 2¾-h. p. motor bicycle, which is some 30 lbs. lighter, I believe, than any English motor bicycle of the same power."

"One other feature, from a sporting point of view, is that owners of English bicycles would be able to compete in Continental races, if the weight limits were fixed at the same standards. At the time of writing there is, I believe, not a single English motor bicycle entered for the Paris-Madrid race, the reason for this being purely the question of weight, as there is not an English motor bicycle of, say, even 2¾ h. p. which weighs less than the 50 kilos (110 lbs.), without accumulators, specified by the French authorities."

"There is the possibility that before many years are gone England may wish to push the sale of motor bicycles on the Continent, as has been done with ordinary cycles, but I am quite sure that unless the English motor bicycles are run in the Continental races, and run successfully, England's chance of a market will be hopeless, as the value of long distance racing tests is very fully recognized there. The classes on the Continent are:

- 30 kilos (66 lbs.) and under,
- 50 kilos (110 lbs.) and under,
- 250 kilos (550 lbs.) and under,

—in all cases without accumulators."

Austrians in Consumption Tests.

On the 25th ult. the motorcycle section of the Austrian Touring Club held a consumption trial for motor bicycles over a 100 kilometre course near Vienna. The contest was confined to machines weighing under 50 kilogrammes (110 pounds), with an allowance of 7 kilogrammes for those having magneto ignition. Although speed was not a factor in the result, only those attaining a rate of over 25 kilometres (15½ miles) an hour were eligible for awards. There were fourteen starters, of whom all but one finished. The first three, together with their gasoline consumption, are shown in the following table:

1. Herr Beyschlag, 1¾ h. p. Opel....2 lbs.
2. Herr Fron, 1¼ h. p. Helios.....2¾ lbs.
3. Herr Curjel, 1¾ h. p. Laurin-Klement3¾ lbs.

MAKES WAY FOR WOOD

Charles River's Cement Finally Torn up—New Track Involves Some New Ideas.

On Tuesday, immediately after the races of Patriots' Day on the old cement track at Charles River Park, the work of building the new course there was begun. The new track will be of boards, four laps to the mile, and will be designed with the idea of being the fastest track in the country, capable of sustaining a speed of a mile in a minute. E. M. Sperry, of New Haven, is the designer and builder.

Mr. Sperry constructed the fast Pittsburg track, where the records fell so regularly last season, and he has a number of new ideas which will be embodied in the new track, which he promises to have completed and ready for the opening day about May 15. Mr. Sperry promises Boston the fastest track without exception in the world, and Manager James Kennedy has placed no limit upon him as to expense. He has carte blanche.

The new track will be 484 feet at its greatest length and 308 feet wide. With such a shape it will be almost round; the riders will come into and go out of the banks without knowing that they have taken the change. The surface will be a full twenty-five feet in width all around, and will be of Georgia pine, two-inch strips. On the turns the track will be banked an even 12 feet, and on the stretches 4½ feet. This is three times the present banking on the turns and 4½ feet raise from the present stretch. The present grandstand will alone be used of all the stands on the grounds to-day. The seating capacity of the big stand will be increased. On each turn there will be three stands six rows deep, and on the back stretch a free stand three rows deep. The old stands have been found not available, as the new track will entirely hide them. The entrance to the oval will be through an underground passage facing the entrance. The present training quarters will be used, with a large runway extending to the back stretch. The grounds will be beautified in a number of ways, and accommodations will be provided for all sorts of athletics, football, baseball and running. A cinder path of eight laps to the mile is to be laid out in the track centre. This will be 10 feet in width, with a straightaway of 135 yards. By constructing a four lap track it will be possible to lay out a football field which will equal any in the country, and a baseball diamond is also to be placed in the centre.

The steeplechase at the front of the grounds has been removed, and the place has taken on its oldtime appearance. The great arch at the entrance will remain, and it will contain the offices of the management. Board walks are to be laid to all the stands.

"How to Drive a Motorcycle." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

CAPTURED AT LAST

Ruse of the "Foxy" Dealer to Lure a Customer—The "Doctored" Machine.

"There's one kind of demonstration machine that is sometimes almost worth its weight in gold. I refer to the dealer's or salesman's own wheel," said one of the former class.

"If one is 'foxy' he can frequently land his fish with it when every other method has been tried without success. Many people are always looking for the 'joker,' and imagine that they are being fooled when there is really no intention to hoodwink them. If you give them a special machine to try they will jump to the conclusion that it has been fixed up in some unusual way, and that the regular stock machines will not run as well or prove as satisfactory as the former. You may talk until you are blue in the face and you won't disabuse them of the idea.

"With your own machine, on the contrary, it is an entirely different matter. It disarms them right at the beginning. They think that it can be trusted at least, and if it pleases them they will accept the verdict without question. Sometimes they will even go to the other extreme, and imagine that it is better than it really is. They will invest it with all sorts of imaginary virtues, and pat themselves on the back for their cleverness in discovering them. After that

it is an easy matter to make the sales to them.

"There is one case that I recall where both the customer and myself believed that we won a clever victory. He was a man I had been trying to land for a long time, but somehow it had always been impossible to quite turn the trick. So I laid a trap for him and waited for a chance to spring it.

"There was a crowd of us around at the club one evening, and we got to bragging about the way our machines ran. I laid it on pretty thick about mine, and finally worked my man around to the point where he became interested. Then we all began to try each other's machines and to express opinions—some flattering and others not—of them. At last he remarked that he guessed he would see what mine was like."

"You know, sometimes you will get hold of a machine that seems to have more life and go in it than others of the same make. It was that way with mine that year. It ran splendidly, and I had had it gone over carefully just for that occasion. The reach and the handle bars were just right for my customer, the gear suited him, and the tires were faster than he was accustomed to. Altogether I felt that if I did not land him that night I might as well give up the attempt in despair.

"He mounted and rode away. Half an hour passed and he had not returned. That he must like it was my satisfied reflection. But when the time lengthened to an hour,

and then to an hour and a half, I began to get uneasy. Suppose something had gone wrong and he was out on the road somewhere stranded? The bare thought of this kept me on tenter hooks, and when he finally put in an appearance I was the most relieved man you could imagine.

"It needed only a look to tell me that everything was all right. He was not openly exultant, and said very little. But I could see that the ruse had worked. He remarked that the machine did run pretty well, but said no more.

"The next day, however, he came around to the store and began to talk business. It did not take us long to fix up a deal, for both were anxious. He thought he had tried a machine that was just like one selected at random, instead of one that had been specially rigged for him to try, and I knew that just the contrary was the case. But that did not make any difference. Neither told the other his thoughts, and he departed with his new machine feeling quite as well satisfied as I was."

Taylor Fined Five Shillings.

Harassed clerks of the course, who have to try conclusions with the lordly racing man, will note with interest the punishment meted out to "Major" Taylor in Australia. He appeared on the track without a number and was promptly fined five shillings (\$2.50). The action was hardly sportsmanlike, the circumstances being considered, and is fittingly criticised by the Australian Cyclist, which records the fact.

The Le Roy Guarantee

LASTS

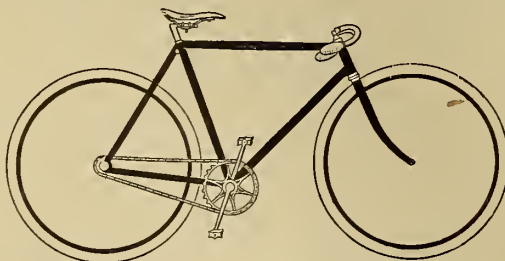
Not for 60 Days or for 365 Days

BUT

FOREVER and FOREVER

It never expires, and the Prices of Le Roys are shaped to meet the popular purse, too.

\$25.00



\$35.00

WHY NOT TALK IT OVER WITH US?

JOHN R. KEIM,

= = =

Buffalo, N. Y.

THAT TIRED FEELING

**How it Finally Attacked the Seasoned Rider,
[who Thought he was Immune.]**

"It is only in the spring, when you get a good, hot sun, following a period of inclement weather that keeps riders off the road, that the thoroughly seasoned cyclist ever gets 'baked,' 'cooked,' 'corked,' 'done up' or whichever of the numerous expressions is chosen to designate that tired feeling that comes when a rider is totally ridden out," asserted the old timer, who seemed to be in the mood to play the oracle.

"The man who has ridden for a great many years, and by means of scorching, racing, etc., has so hardened himself that he is practically immune from the extreme fatigue that attacks newer or less seasoned riders, sometimes finds it difficult to understand just what it means to get 'blind tired' on a run—so exhausted that he feels it is impossible to pedal another mile. He sees other men in that condition, but that does not help him to comprehend it. He may go out with a friend, who, like himself, has undergone no preparation, and yet who is physically able to stand just as much as he is; and after awhile the friend will go all to pieces and stretch himself out by the roadside a complete, if only temporary, wreck. And he finds himself wondering why it is that he is still feeling good and strong and able, if need be, to go a considerably longer distance. The wonder remains, for he finds no way of satisfying it.

"The chances are that some day he will cease to wonder, for the same experience will come to him. He may escape it for years. But it needs only a certain combination of circumstances to produce the condition referred to, and when they come together his fate overtakes him.

"As I said, it takes a certain kind of day to bring everything to a head. I know, for I have watched hundreds of wheelmen go through the mill, and the time came when I, too, met my Waterloo. And the very unexpectedness of the blow made it all the worse," and the feeling manner in which this was said left no doubt of its truth.

"It was a day in early May. The season had been backward—much as it has been this spring. There was a good March, but we had not got fairly started to riding when April came in, cold and wet. It hung on this way clear through the month, and the Sunday in May that I refer to was the first really ideal day we had been favored with. The day broke clear and bright, the air balmy, the wind almost non-existent, and the sun wearing a businesslike air that was doubly grateful by comparison with his previous lack of warmth.

"We laid out a run that would have been all right for an ordinary spring, but on this

occasion it was rather ambitious—a sixty mile ride, with about forty of it to be taken before dinner. The roads were nothing to boast of, but the run was one of our fixtures and we determined to put it through.

"We started with coats on, but were soon glad to take them off and strap them on our handle bars. We had not gone ten miles before we saw that it was going to be a scorching hot day, and some of the riders began to wonder how we would stand it, knowing that they had not done any riding to speak of. Two or three of the hardened ones, however, myself among them, laughed such talk to scorn and engaged in some intermittent scorches, stopping after each one to wait for the others to come up. My, but it was nice to get out again, to inhale the sweet, pure air in great big gulps, and to work off some of the energy that had been accumulating all winter! We just revelled in it, and, of course, ended by overdoing it.

"My own case was what impressed me most. I began to feel sort of languid. The last rush seemed to tell on me to an unusual degree. Decidedly it would be best to take the remainder of the ride a little more leisurely, and I made up my mind that I would do so. In a little while even the pace of the main body began to tax me. It required some effort to keep my machine in line. The pleasure was changing—had changed—into work.

"The sun was getting hotter and hotter. The air was dry and heavy, without a breath of wind to relieve it and bring grateful coolness; the dust rose in clouds over the rear guard, of which by this time I was one.

"That last little rise seemed as if it never

would come to an end, and how much push it did take to get up it! Ahead there was a long, level stretch, but it did not seem to make any easier going. Push, push, push on the pedals, with the machine distinctly hanging fire between each push; could there be something wrong with it? Alas! no, it was with me, and the full consciousness of it came at last as my legs felt as if weighted and my head throbbed violently. It was no use. I must have a rest, and, suiting the action to the unspoken words, I half dropped and half fell off my wheel. I was 'done up' at last, and could appreciate what the other fellows had gone through."

Baker Alone Reaches the Top.

Instead of the slow race which had been planned for Sunday last, the Alpha Motor Cycle Club, of Brooklyn, held a "scrub" hill climbing contest on the Roslyn, L. I., hill. F. A. Baker, on an Indian, the only chain-driven machine in the party, was the only man to reach the summit.

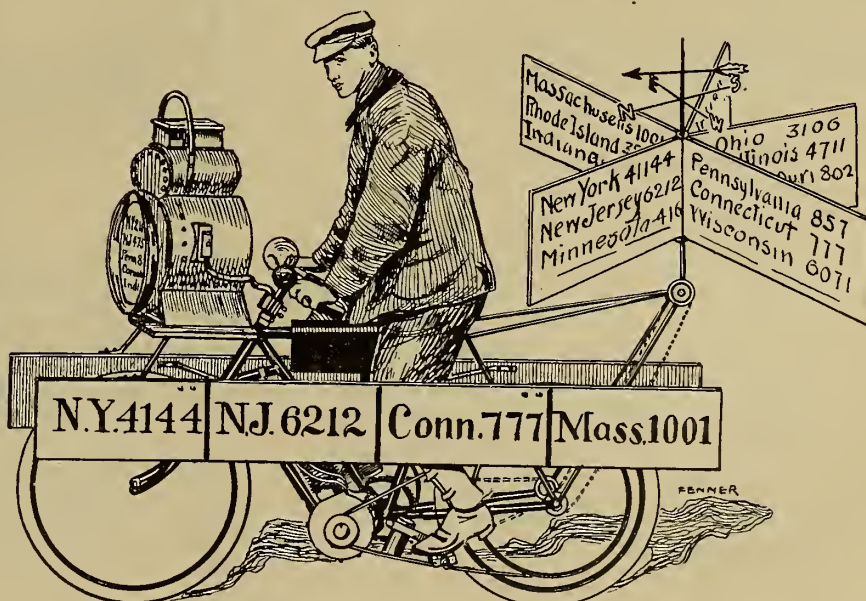
Leander Fined \$50.

George Leander has been fined \$50 or stand suspended by the N. C. A. until June 1, for his part in the fracas at Atlanta after the six-day race. John and Menus Bedell have been suspended, pending investigation.

Collett to go Abroad.

George H. Collett, the New Haven boy, has signed a contract to ride five races on the Buffalo track at Paris between May 20 and June 28. He will sail on the Kaiser Wilhelm II on next Tuesday.

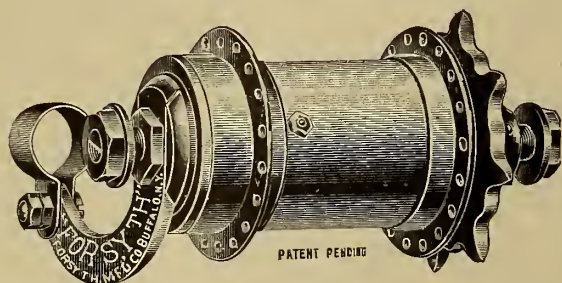
Living up to the Letter of the Law.



If the laws which take no heed of the fact that motor cars and motor bicycles differ vastly in size and breadth continue to pile up with their requirements of numbers on lamps and on the rear and both sides of the vehicle, such as Massachusetts proposes, it

is evident that motor bicycles must be made considerably larger or the motorcyclist make proper provisions for obeying the ridiculous laws. The accompanying illustration conveys an idea of how the difficulty may be met and of the appearance of the motor-cycle tourist of the near future.

IF
Other Coaster Brakes
 have given you trouble,
TRY OURS.



The **FORSYTH**

is built on a plan of its own—
 a plan that affords satisfac-
 tion when others fail.

FORSYTH MFG. COMPANY, - Buffalo, N. Y.

For
Immediate Delivery

WE have the largest and most complete assortment of bicycles, consisting of men's, women's and juveniles, of any house in New England, ready for immediate shipment. They were purchased early, and we are selling them at a price that will interest every dealer. If you desire to take advantage of this proposition, write at once, as April and May will be the banner months of the year.

Our stock of material and accessories is complete in every detail. Send for #903 catalogue.

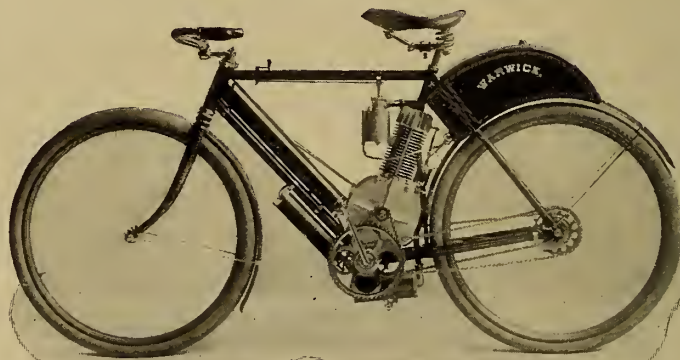
E. P. BLAKE & CO.,
 57 Sudbury Street,
 BOSTON, MASS.

THE FIRST TIME IN COMPETITION
 THE
Warwick Motor Bicycle
CARRIES OFF THE HONORS.

Boston Hill-Climbing Contest,

Monday, April 20,

Won by Joe Downey on a WARWICK.



"An ounce of performance is worth a ton of talk."

All Warwick motor bicycles are built to perform as Downey's performed.

If that's the sort you are looking for, write us.

WE ALSO HAVE THE OLD RELIABLE
Warwick Motorless Bicycles



and the proposition we have to make should interest all who are open to reason and price.

WARWICK CYCLE & AUTOMOBILE CO.,
 SPRINGFIELD, MASS.

WINDOW DRESSING

More Advice Regarding the Much Discussed but Always Important Matter.

"The value of window displays for advertisement purposes has been proved for so long a time that it is difficult to understand why so many cycle dealers are neglectful of their opportunities in this direction. One can travel from town to town throughout the country and find a predominant percentage of windows which for trade stimulating purposes are practically worthless. The chief cause of this is either ignorance as to the real value of the window or carelessness, and generally a mixture of both," says a well posted tradesman.

"A well dressed window, with clean stock, well arranged, and the price of every article marked in plain figures, is an irresistible draw. At this time of the year such a window is especially magnetic. Most cycle windows may be divided into three classes. There is the aristocratic window—a tasteful enough affair, but missing the mark. Two or three bicycles are generally staring at each other in an environment of brass rails, plush and "looking glass," but accessories are conspicuous by their absence, and much money and many customers are lost in consequence.

"The middle class window (to continue the simile) come nearer the writer's ideal. Bicycles are in evidence, and accessories are tolerated, but in the majority of cases there is not a really representative collection of the dealer's stock, and seldom is a price ticket to be seen.

"The lower class window is a regrettable affair, a beggarly display of unlovely goods—handle bars, pedals, saddles, cycle oils, bells, tires, etc., are thrown carelessly into a dirty window, and day by day go down to depreciation.

"Now by a combination of the first and second named windows we get to the display calculated to draw the passing public. Fittings and drapery should be as good as the business can afford. Wherever possible electricity should be the illuminant. Gaslight is very damaging to plated goods, and in winter time sweats the windows. Ceiling lights should have strong reflectors, and where electric light is used there should be two or three lights attached to long, flexible cords, so that they can be moved to any part of the window—these will often increase the effectiveness of a display.

"In dressing the window cycles should be a prominent feature, and the show of accessories as complete as possible. Every article should be marked in plain figures, and the most profitable lines should occupy the best positions in the display.

"A week is about the right time to run a display, and it is usually found best to do the work on a certain day, say Friday. One

should have one's displays planned out days ahead. Some professional window dressers sketch out their display on paper. It is well to have all necessary material gathered together before the former window is taken out.

"Do not throw a few things in the window and expect results, for there are few articles in the cycle agent's stock so attractive that they alone will draw attention. What is necessary is to so arrange your display—so ornament your window—that the passing public will be drawn to examine your goods. It should be the aim to make a specialty of one article in each window, and one should avoid displays of price cut goods as much as possible—window space is too valuable to spend on unprofitable lines. Articles of special interest, like club trophies, sports prizes,



NEW YORK BRANCH 214-216 WEST 47TH STREET.

war relics, etc., make interesting displays and can be used occasionally.

"It is a wise plan to keep a special window book where ideas can be recorded for future use. Rough sketches and descriptions of other people's displays should also be jotted down. Don't forget the price tickets—there are still a lot of bashful people in the world, people who would often buy goods if they knew what the price was. Plan and prepare beforehand, study details, persevere and the window will be an important asset in the business."

Made Their Annual Pilgrimage.

About 150 members of the veteran Massachusetts Bicycle Club made their annual pilgrimage to Lexington and Concord last Monday. The majority of them rode bicycles, but there were a number of automobiles and motor bicycles in the run, while a few took to the tallyho.

All met at Concord, where a luncheon was served in the town hall. After the return to the clubhouse a dinner was enjoyed. In the evening there was a whist tournament.

If you have not yet received a copy of *The Bicycling World's* twenty-fifth anniversary number it is not yet too late.

CALLED ON THE LAW

Dealer Took Drastic Action in Case of Delinquent, With Final Success.

"One of the most aggravating cases I ever had to deal with was that of a young fellow who bought a machine from us on the installment plan," remarked the old dealer. "The circumstances surrounding the sale were rather peculiar, and out of them came all the subsequent trouble.

"It was a second hand machine, to begin with. But it was of the previous year's pattern, a first class make and in fine order. Consequently the price was a good one, \$80, if I remember correctly—it was when machines were still retailing at \$125—and in that respect the deal was all right. But we were very generous in the matter of terms. The purchaser was only about 21 years old and was making small wages. He had a little money saved for the first payment, and the subsequent ones were much smaller than we were in the habit of permitting. Some friends of the boy persuaded us to make the sale, however, stating that he was safe and steady, and putting the matter in such a light that we could not get out of it without running the risk of offending them.

"About two payments were made, and then the boy got out of work. We should have taken the machine away right then, of course, but were too good-hearted for that, and upon his pleading for a chance to get work and resume payments we agreed to be easy with him. I think he made one more monthly payment that season, and then quit for the winter.

"We fooled along with him, getting precious little satisfaction, and when spring came I had about made up my mind that we must have either the money or the machine. So I sought the youth and had a long and very unsatisfactory talk with him. It appears that he was out of work again, with very little prospect of being able to pay the balance due on the machine. Obviously, therefore, the natural thing to do was to give it up. Its value had been depreciating, of course, and by this time it was worth just about what the boy owed us—certainly not a dollar more. It would be making the best of a bad bargain, I thought, to take the machine and call the transaction off.

"To my surprise and annoyance, however, this did not suit our creditor. If he consented to this he was, as he figured it, out the money he had paid us. He could not see that he had had the machine for nearly a year and got the value of his money in its use. So he got ugly and flatly told me that he would not give up the machine, and that he would pay when he could.

"There was nothing left for us but to seize the bicycle. Thinking this would be an easy matter, I swore out a warrant and placed it in the hands of a constable for service and seizure of the machine, gave him the address

and awaited results. But the boy had been sharp enough to foresee this move, and had removed the bicycle from his house, consequently the constable's errand was a fruitless one. But we had to pay his fee, as well as for the warrant.

"For several months the fellow led us a pretty chase. We tried to locate the machine, and two or three times succeeded in doing so, only to have it removed just in time to evade our emissary. Two or three times, too, I was on the point of giving up, so expensive a business was it becoming, but a taunting remark that came to my ears stirred me and it became war to the knife.

"One thing I made up my mind to; that was that the fellow should not get much pleasure out of the machine. Naturally, he wanted to ride it; and just as naturally we were determined to prevent his doing so. We established a system of surveillance; he one of lookout. But we had the satisfaction of keeping him on the move and spoiling some of his projected outings. At last, after several narrow escapes on his part, our time came, and we swooped down and got possession of the machine—legally, of course. Then the jubilation was on our side. We lost no time in putting the machine in the store and selling it at the best price we could obtain.

"This done, we figured up and found that we had spent in chasing the machine an amount almost equal to that which we obtained for it at the second sale. The only satisfaction we obtained was in checkmating our adversary, and in giving warning to other time purchasers who might be disposed to evade their obligations that it was not such an easy matter to do so as they might think."

The Retail Record.

Lisbon, N. H.—Henry Sabin, new shop.
Allendale, N. J.—W. Van Horn reopens.
Middlebury, Vt.—C. F. Rich, new shop.
Solon, Me.—Ernest Fentiman, new shop.
Northfield, Mass.—John Barber, new shop.
Adams, Mass.—T. Reumuth & Co., new shop.

Wickford, R. I.—George E. Greer, new shop.

Torrington, Conn.—Zeiner's shop damaged by fire.

Bellmore, Long Island—Edward Smith, new store.

Syracuse, N. Y.—J. W. Gould, stock damaged by fire.

Marion, Ind.—John McDougle builds extension to store.

South Hadley Falls, Mass.—Ross Cycle Co., new store.

Woonsocket, R. I.—Joseph Sablom, store seized and leased to F. P. Brady.

An Aid to Temperance.

Some one has discovered that the motor bicycle is an aid to temperance. He avers that the use of no other vehicle excites so little thirst, and, perforce, so little desire for drink or stimulant.

TIRE TREAD LOGIC

Regulation Round Shape Much Superior to Flat Ones, Says Expert Woodard.

On its face, the idea of a motor bicycle tire with a flat tread, such as an English concern is putting out, as noted in these columns recently, appears to be a good one. But if experience in the automobile line counts for anything—and it will scarcely be denied that it does—appearances are deceptive in this case.

"There's nothing in flat treads," said O. J. Woodard, New York manager of the Diamond Rubber Co., to whom the Bicycling World man applied for information on the subject. "As you know, we tried them about a couple of years ago, and after a thorough test gave them up.

"In the first place, a tire with a flat tread—

Trying to Combine Chain and Belt.

The effort to combine the elastic qualities of the belt with the positive and unstretching virtues of the chain, of which the belt-chain



used on this year's Auto-Bi is the best example, has resulted in the production by the Coventry Chain Co. of the article shown by the accompanying illustration. It is intended to run on an ordinary V pulley, and consists of blocks of fibre or leather inserted in a bicycle chain.

or any other than the regulation shape—is not as stable as one with a round tread—that is, it does not accomplish the object of its design. It will slip more readily than an ordinary tire, and when it begins to go it will slip worse. We experimented with such tires until we were thoroughly convinced that such was the case, and then we dropped them.

"Secondly, tires of this shape have nothing to recommend them to either users or the trade. They are heavier and therefore more costly than the ordinary tire, and they are more difficult to make and give more trouble than the round section.

"You see, to make a tire with a flat tread you have got to get the flatness by using more rubber. To all practical purposes it is the same as if you took a round tire and built it up with rubber until you got a tire with square edges and a flat tread. You can readily see how, with a three or four inch tire, this takes an enormous quantity of rubber. Then, again, you encounter manufacturing difficulties with such tires. The tread is constantly trying to part company with the remainder of the tire, and it frequently succeeds in doing so. That is an-

noying as well as expensive, and when it is remembered that no advantages result from the use of such a tire it is easy to see why we stopped making it.

Demonstrations That Attract Crowds.

There is nothing like getting out of a situation all there is in it. Every sort of advertising pays, and no one knows it better than E. J. Willis. In his new establishment at No. 8 Park Place, there is a demonstrating motor bicycle rigged up on a stand, and it is being demonstrated a good part of the time to some inquiring person and prospective customer.

The point is, that this demonstrating machine is not stowed away in the back part of the store. It is right up front in the centre, opposite the door, where it and the salesman who happens to be on it can be plainly seen from the street. Now that the mild weather has arrived and the doors are left open, the explosions of its motor can be heard half a block away, and a crowd is attracted every time the machine is set running. There are several motor machines in the windows of the place, but the one with its engine running gets all the attention, and in the crowd are usually several persons who are interested and subject to conversion.

Bay View's Charming Century Route.

The Bay View Wheelmen, of Newark—about the only live cycling club in New Jersey—holds its open spring century run on Sunday, May 10th. From Newark to Hightstown, via New Brunswick, Dayton and Cranbury will be the route—one that should afford an agreeable change to the New York "century fiends" who have been wearied by an overdose of the Long Island routes.

Prospects' Fifth Century.

The Prospect Wheelmen, of North New York, have scheduled their annual open country run—their fifth—for Sunday, May 24. The route takes in Coney Island, Valley Stream and Hempstead on Long Island. The usual medals for survivors will be awarded.

Walthour Goes Free.

Bobbie Walthour will not be suspended for failing to appear at the Charles River track on Monday. Manager Kennedy had no written contract with Walthour, and has decided not to file charges.

Punished for Falling.

Stern punishment was that meted out to Canon Stampa, of Assisi, Australia. He got a bad fall while cycling, and the Bishop suspended him for twenty days for his misdemeanor.

18,000 Miles on One Motor Cycle.

Eli Stewart, a New Jersey travelling man, claims a record of 18,000 miles on a Thomas Auto-Bi. He is still using the same machine.

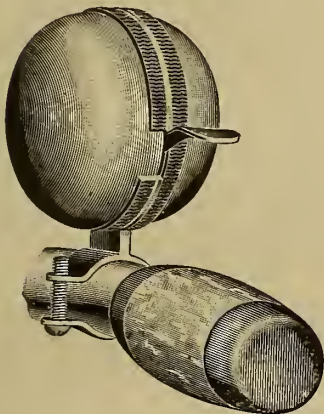
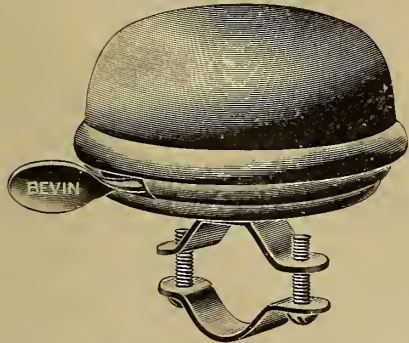
BELLS

All sorts and sizes of Bells—

OF

Bevin Bells,

The Very Best Bells it is
Possible to Make or Buy.



Also Toe Clips, Trouser
Guards, etc.

Our Catalog Illustrates all of Them.

Bevin Bros. Mfg. Co.
East Hampton, Conn.

Some Trade Truths.

"Business ability consists largely in seeing many things with other people's eyes. In all business relations there is a wonderful potency in the tone of the voice. So-called personal magnetism is largely dependent upon it, and fortunate is the man with a pleasing tone—he conquers where greater minds fail."

"All ideas, even the simplest, have a commercial value. The man of talent discovers their application to the needs of mankind and develops their usefulness."

"There is a positive value in properly governed enthusiasm. The habit of becoming enthusiastic over anything undertaken is one of easy acquirement—a matter of talking one's self into a belief."

"More failures result from doing too much business for the capital employed than from any other cause."

"Knowing where to stop in anything is perhaps of more importance than knowing where to begin."

"Nine-tenths of humankind intend to be honest and are entitled to some commercial credit for the intention. The question is, How much?"

"Crispness in business as well as in some kinds of candy meets with prompt approval. To be brief and to the point, but comprehensive even in briefness, should be the aim—yet the crispness must be properly sweetened to the palate."

"A business man who throws advertisements and circulars into the waste basket without at least learning their purport is throwing away many ideas that would be of decided profit to him."

"A merchant who will not handle a piece of goods because he personally does not like its taste or appearance is shortsighted. This is the point to consider—does the customer like it?"

"To sell goods is to teach goods. We must teach the trade to appreciate the things we sell. There must be enough newness to interest and charm, and just enough of the old to be recognized."

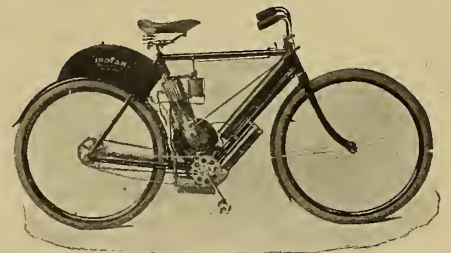
Home-Made Stand for Motor Bicycles.

A handy motor bicycle stand, and one easy to make, was noticed by the *Bicycling World* man in a Brooklyn store a few days ago. It consisted of two small boxes, a scant fourteen inches in height, with a block nailed on each. These blocks had grooves cut in them to take the steps of the bicycle—there usually being two steps—which fit firmly into them. To keep the boxes from shifting while the bicycle was being run for the purpose of testing a small nail was driven into each, thus securing them to the floor.

Looks are Deceitful

This applies to motor bicycles that may resemble the Indian, and that are offered as "just as good as the Indian."

But There is No Motor Bicycle As Good as the INDIAN



and we are prepared to prove it at
any time.

You can tell the "real thing" from the
"just as goods" by the motor.

THE NAME

HEDSTROM

is on all Indian motors and Mr. Hedstrom himself superintends, inspects, tests and puts the finishing touches on all Indians before they are shipped. There's only one Hedstrom.

**We are quite certain our printed
matter will interest you.**

HENDEE MFG. CO.,
Springfield, Mass.

LAMPS ON THE BIG BRIDGE

Unfairness of the Law's Requirements as Shown by one Rider's Experience.

A story of bicycling on the Brooklyn Bridge that punctuates some of the facts regarding travel over the span between the boroughs is told by a New Yorker in this fashion:

"I had an experience two nights ago. A Bridge 'cop' stopped me for not having a light. I have crossed a dozen times without any, but it was the first time that ever I was called down. I was not stopped exactly, but I would have been if I had not been diplomatic. I had an idea that it was all right to go over the Bridge without a light because of the traffic on each roadway being entirely in one direction. Anyhow, I learned that the Bridge 'cops' are enforcing the lamp ordinance regarding bicycles, but not enforcing it as far as other vehicles are concerned. When a high wind is blowing one is likely to be arrested most unreasonably because his lamp has blown out and he cannot light it. Some test case should be made to show whether the lamp ordinances of New York and Brooklyn apply to the Bridge roads and whether under the charter there is any compulsion regarding lights, because if a rider has his lamp go out on the Bridge he cannot relight it. In the first place the wind is usually too strong for any one but a sailor to use a match, and next there is no chance for a man to stop and light up. There are trolley cars on one side and wagons on the other, speeding and threatening him.

"I was coming from Brooklyn two nights ago, and, bouncing over the holes and ruts of Liberty street, just before reaching the Bridge, my lamp went out. I dodged the officers at the entrance of the roadway by dismounting and walking with my wheel,

but I hopped on as soon as I was 100 feet along. I did not expect to be halted after that, because I never had been. Before I was fairly off the approach and on the Bridge proper a policeman called, 'Hey, light up, there!' I had passed him, but sung out 'All right!' and slowed up and dismounted. Behind me were a couple of wagons and some trucks rumbling along. They had all stopped twice to buy and deliver their tickets. Not one of them had any light nor had they been rebuked. The first wagon of the procession was so near to me that I knew I would not have time to stop and fool around with matches and try to light my lamp. On the other side the trolley cars were coming along lively. I could not go over between the tracks to light up. Between the wagons and the trolley cars there is not room enough for a man to stoop on one side of his wheel and work at his lamp and be safe. If I had been in a wagon or on a truck I could have stopped on the roadway and made a light, and the wagons behind would have pulled up and waited, no matter how much the drivers swore. They would not stop for a bicycle, however. I realized then the absurdity of the facts. I had to be cautious and look out for everything, yet I was reproached for not having a light, while the heavier vehicles, which were in no danger from me, were not molested for going lampless.

"I got on my wheel and pedalled along with my lamp out. As I approached the New York end I saw a policeman step out into the middle of the roadway and walk toward me. I rode to within sixty feet of him, then dismounted and walked, as I had a right to do, leading my wheel. As I passed him, he gave me a sharp look and said: 'What's the matter with the light, Jack?' I answered: 'Too much wind and too much trolley and trucks; only chance to light it is off the Bridge.' I learned a lot in that one night about the justness and unjustness of the lamp law. The law does not

allow for wind, nor does it care if you get killed trying to comply with it. Fortunately, the 'cops' have some sense. They ordered me to light up, but they did not lock me up as a criminal because I couldn't. Lamps are senseless on the Bridge, anyway, in my estimation, but if bicycles, which do not menace wagons, are obliged to carry them, why not wagons that trot along and menace bicycles? If bicycles are vehicles, why should they not get a chance on the Bridge to travel in safety, and if not vehicles, why should they not be excluded? Riders of cycles should not be arrested because the trolley cars and trucks endanger their lives and make it impossible to stop and light a lamp or do a bit of repairing."

Use of Horns Increasing.

The practice of carrying horns is growing among cyclists. Nor is it confined to the smallest sizes. The Bicycling World man noticed several riders with big horns that could scarcely be distinguished from those used on automobiles. When sounded by a rider in the rear the impression that it is a motor vehicle is very strong, and only when a glimpse of the horn sounder is caught is the truth learned.

It is interesting to recall that the "Cyclorn," as it was then termed, had an enormous vogue among riders ten or twelve years ago. Thousands of them were sold by dealers at prices varying from \$1 to \$3, and then, as now, both the fashion and the horns themselves came from France.

Their popularity was short lived, however. After becoming a veritable craze, and even being adopted by some horsemen, the bottom dropped out of the movement and the cyclorn disappeared almost as quickly as it came.

When a Pedal "Sticks."

So little a thing as a pedal that revolves sluggishly is a source of annoyance. It is nearly always due to the gumming of the lubricant in the bearings. To remedy the trouble inject a little kerosene or gasoline. It will thin the oil and make it less gummy.

**Bicycle Tires.
Automobile Tires.**

Mechanical Rubber Goods.

**Pneumatic Carriage Tires.
Solid Vehicle Tires.**



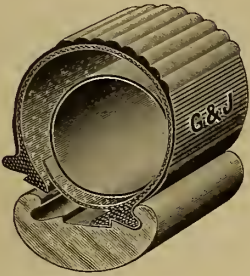
The Tires That Never Wear Out.

A few choice facts and some interesting figures for the asking.

INTERNATIONAL AUTOMOBILE & VEHICLE TIRE COMPANY,

Main Offices and Factory: MILLTOWN, N. J.

G & J TIRES



Are the best of high-grade tires; honestly made; backed by an honest guarantee. Don't forget that they may be had as the equipment for every make of high-grade wheel.

WE ALSO MANUFACTURE G & J DETACHABLE TIRES FOR MOTOR CYCLES, AUTOMOBILES AND CARRIAGES.

G & J TIRE CO.

INDIANAPOLIS, U. S. A.

**YOU CAN'T AFFORD
TO BUY
Bicycles,
Tires,
Sundries
OR
Motor Bicycles**

Until you get our 1903 catalog
and prices. Send for them.

E. J. WILLIS, 8 Park Place, New York.



RIGGS-SPENCER COMPANY, Manufacturers, Rochester, N. Y.

WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

WANTED TO BUY OR SELL—Second-hand motor cycles. Send us price and description. **The RANDALL WHEEL COMPANY,** Fort Wayne, Ind.

Ciline

Lubricates,
Polishes, Cleans,
Prevents Rust.

For Bicycles, Typewriters, Sewing Machines, Guns, Furniture and Wood Work, Delicate Instruments, etc., Manufactured by **The National Cement & Rubber Mfg. Co., Toledo, Ohio, U. S. A.**

JOHN S. LENC'S SON & CO.

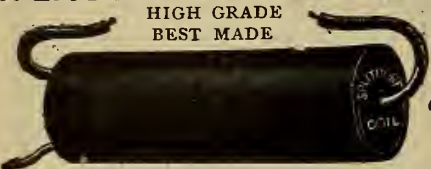
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BICYCLES, TIRES, SUNDRIES.

CAREFUL ATTENTION PAID TO
PROMPT SHIPMENT.

SPLITDORF SPARK COILS.

HIGH GRADE
BEST MADE



C. F. SPLITDORF, 17-27 Vandewater St., New York.

ALL ROADS ARE EASY WHEN THE



**STAR
BALL
RETAINER**
IS USED.

With millions in daily use, it has stood the test for more than five years, and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

THE STAR BALL RETAINER CO., Lancaster, Pa., U. S. A.

HAND AND FOOT PUMPS,

Oilers, Repair Tools,
Valves, Name-plates, etc.

Spelter Solder

Sheet Brass,
Brass Wire and Rods.

SPECIALTIES to order
MADE OF BRASS.

SCOVILL MFG. CO.

Factories: Waterbury, Conn.
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423 Broome St., New York

HIGH GRADE

wheels must have the
best equipments.

There is nothing that gives more value for
the money than the use of the

MORSE TWIN CHAIN

NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless
Rocker Joints. Insist on having the
Morse Twin Roller. Fits regular
sprockets.

Send for Catalogue and
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Morse Chain Co., Trumansburg, N. Y.

Write for 1903 Catalogue,
Bicycle and Automobile Supplies
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BUFFALO, N. Y.

BARGAINS FOR BICYCLE DEALERS

IN
**TIRES, COASTER BRAKES,
CAS LAMPS, Etc.**

Write today for complete Catalogue.

THE E. H. HALL COMPANY (Incorporated),
Jobbers Bicycles and Supplies,
72 Elm Street, **ROCHESTER, N. Y.**

You all know what the diamond stands for among
precious stones. You can't well afford
not to know that

D-I-A-M-O-N-D-T-I-R-E-S

occupy the same plane among tires.

DIAMOND RUBBER CO., Akron, O.

Special Stampings
FROM
SHEET METAL

THE CROSBY CO., - Buffalo, N. Y.

Motor Equipment,

Applicable to any Motor Bicycle.

**THE A. CLEMENT CYCLE MOTOR
& LIGHT CARRIAGE COMPANY,**

HARTFORD, CONNECTICUT.

Constitutes of a Champion.

"When Zimmerman was in Australia we often chatted with him about the ethics of racing," remarks a writer in the Australian Cyclist. "He said: 'For a man to be a champion bicycle rider he must possess five different qualifications. They are speed, intelligence, courage, judgment and application.

"A man may have any four of the five and be a crack rider. But when a man possesses all these, then he is a champion.' This is true. We see it in our own racing men, and admirers as we are of Walker, Morgan, Walne, etc., we have no need to indicate wherein their weaknesses lie. Those who follow racing and understand it can easily place their fingers on the weak spot of each.

"Any one who has watched Major Taylor observantly fails to find a weak part in these qualifications. His speed is phenomenal. Of course, with this constitution is associated. Intelligence is in his every movement. He has brains. He has courage and pluck of the bulldog kind. His judgment fairly nonplusses his opponents, and he shows 'points' before unthought of. Application is denoted in his exemplary mode of living."

Parties "having wheels" have attracted the attention of the police chieftain at Ashland, Wis., as the following pronouncement indicates:

Chief Maslowski Says "Beware!"

"My attention has been called to the careless manner in which parties are riding bicycles. Hereafter all parties must have their wheels equipped with a bell during daytime and a lantern on their wheels after dark. Riders of bicycles are forbidden to ride their wheels on sidewalks except in cases where there is no pavement. All riders must ring their bell within twenty-five feet of parties on sidewalk. Riders must use special care in riding on Seventh avenue, and on Second street in the district of the asphalt pavement. Patrolmen are instructed to enforce the above rules.—Chas. Maslowski, Chief of Police."

Proof of Spring.

Spring has arrived. John Monroe has his pushcart out and Wes Van Horn has opened his bicycle shop.—(Ramsey (N. J.) Journal.

Save Elbow Grease

by using "R. R." It removes the rust, and unlike other metal polishes, contains no acid or emery. It cannot scratch or damage nickel or polished surfaces.

Put up in tubes. Your dealer has it.

SOLD BY ALL JOBBERS AND DEALERS.
MANUFACTURED BY
G. W. Cole Co., 145 Broadway, New York

The Week's Patents.

725,085. Adjustable Handle Bar for Bicycles. Thos. H. Jacobs, Grand Rapids, Mich. Filed April 23, 1902. Serial No. 104,386. (No model.)

Claim.—1. In a bicycle handle bar, a tubular stem, a tubular extension on the head of said stem, a sleeve on the end of said extension, a handle bar inserted through said sleeve, a locking bolt slidably mounted in said tubular extension having a dog mounted on said bolt and having its end formed to clamp the handle bar, and means to push said dog into engagement with the handle bar, substantially as shown and described.

725,156. Apparatus for Manufacturing and Vulcanizing Rubber Tires. Frank A. Seiberling, Akron, Ohio. Filed July 18, 1902. Serial No. 116,051. (No model.)

Claim.—1. A machine for the manufacture of rubber tires, etc., consisting of a grooved drum revoluble on its axis and means for heating the same as desired.

725,171. Means for Repairing Punctured Pneumatic Tires. Charles R. Sutton, Dayton, Ohio, assignor to Jesse M. Heckman and Harvey Snell, Union, Ohio. Filed June 14, 1902. Serial No. 111,636. (No model.)

Claim.—1. The combination in means for repairing punctured pneumatic tires, of the tube having an exteriorly tapered inner end, and interior and exterior shoulders at an intermediate point of its length and also having the flat handle flange at its outer end, and the awl having the cone-shaped point at its inner end, and the shoulder at an intermediate point of its length, and also having the flat, handle flange at its outer end; the awl being of greater length than the tube, whereby when the shoulder on the awl brings up against the shoulder in the tube the handle flange rests in rear of the handle flange with a space between them.

725,246. Ball Bearing. Albert E. Henderson, Toronto, Canada. Filed July 14, 1902. Serial No. 115,513. (No model.)

Claim.—1. In a ball bearing, the combination of two bearing rings, antifriction thrust means carried by the bearing rings, bearing balls arranged there between and a spacing device for the bearing balls supported by said bearing balls, said spacing device having pairs of rollers engaging the bearing balls one above and one below the line joining the centres of the two adjacent bearing balls.

725,403. Ball Bearing Mechanism. J. E. Breitwiser, Springfield, Ohio. Filed Aug. 6, 1897. Serial No. 647,387. (No model.)

Claim.—In a ball bearing mechanism, the combination with an axle having cones integral therewith and a shoulder outside of each cone, of ball bearing cups having a shoulder S and a flange T, a hub N to which said cups are screwed until their shoulders strike the ends of the hub, washers adapted to fit against the shoulders of said axle and within the flange of said cups, and a packing between the flanges and washer, all substantially as shown and described.

725,547. Bearing for Bicycles. Conrad J. Dorff, Chicago, Ill., assignor of forty-nine one-hundredths to Peter J. Scharbach, San Francisco, Cal. Filed Jan. 16, 1903. Serial No. 139,360. (No model.)

Claim.—1. In a crank hanger bearing, an outer casing having a housing for a gear wheel, a barrel snugly fitting said casing, said outer casing and barrel each having a slot running longitudinally thereof, a

one piece crank shaft within said barrel having a gear wheel thereon, said gear wheel and said barrel having a ball race formed between them, a cone screwing into the opposite end of said barrel and thereby holding the gear wheel and crank shaft to said barrel; and a locking ring screwed on the free end of the barrel for adjusting the barrel in its proper lateral position; substantially as described.

The Week's Exports.

Amsterdam—15 cases bicycles, \$200; 10 cases bicycle material, \$350.

Bremen—2 cases bicycle material, \$150.

Brazil—3 cases bicycles and material, \$84; 2 cases velocipedes, \$45.

British Australia—8 cases bicycles and material, \$225.

British East Indies—20 cases bicycles and material, \$305.

British Guiana—3 cases bicycles and material, \$98.

British West Indies—20 cases bicycles and material, \$434.

Cuba—5 cases bicycle material, \$432.

Copenhagen—52 cases bicycle material, 2990; 51 cases bicycles, \$1,515.

Chili—12 cases bicycles and material, \$258; 1 case velocipedes, \$50.

China—2 cases bicycles, \$87.

Dutch East Indies—3 cases bicycles, \$393.

Egypt—1 case bicycle material, \$180.

Glasgow—3 cases bicycles, \$100; 7 cases bicycle material, \$252.

Hamburg—25 cases bicycles, \$750; 22 cases bicycle material, \$843.

Hull—1 case bicycle material, \$10.

Havre—324 cases bicycles, \$4,825; 11 cases bicycle material, \$1,203.

London—164 cases bicycles, \$6,585; 24 cases bicycle material, \$1,081.

Liverpool—7 cases bicycle material, \$425; 89 cases bicycles, \$5,128.

Mexico—4 cases velocipedes, \$53.

New Zealand—90 cases bicycles and material, \$3,795.

Peru—4 cases bicycles, \$170; 2 cases bicycle material, \$12.

Rotterdam—97 cases bicycles \$2,337; 33 cases bicycle material, \$1,207.

Southampton—130 cases bicycle material, \$5,175.

Stockholm—59 cases bicycles and material, \$1,613.

Turin—2 cases bicycles and material, \$830; 9 cases motor cycles, \$185.

Venezuela—2 cases velocipedes, \$13; 1 case bicycle material, \$19.

Through Sleeping Car Line to Grand Rapids, Mich.

A Pullman Sleeping Car of latest construction is now attached to New York Central train leaving Grand Central Station at 4:00 p. m., daily, running through over the Michigan Central, arriving at Grand Rapids at 12:55 p. m., next day, connecting in Union Station for all points in Western Michigan. For information and sleeping car reservations inquire of New York Central Agents.

No Bicycle

IS OF THE

HIGHEST GRADE

WITHOUT THE

Cushion Frame.**IF YOU DOUBT IT**

try one and the word
"high-grade" will
thereafter have a
new meaning
for you.

HYGIENIC WHEEL COMPANY,OWNERS OF
CUSHION FRAME PATENTS**220 Broadway, NEW YORK.**

Home Office, Philadelphia.

OILERS.**"PERFECT"**

25c.

"GEM"

5c.

"LEADER"

10c.

"CROWN"

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"STAR"

10c.

We make oilers for almost the entire trade. The quality of our
oilers is unequalled.

CUSHMAN & DENISON, Mfrs., 240-2 W. 23d St., N. Y.

MANUFACTURERS, JOBBERS AND DEALERS!

KINDLY NOTE

That FRED. R. POWER, 79 Lake St.,
Chicago, Ill., can fill all orders on

LAKE SHORE SINGLE TUBE TIRES

promptly, on receipt of order.

Write for Prices

FRED. R. POWER, 79 Lake St., Chicago, Ill.

NEVER LEAK

STOPS LARGE PUNCTURES.

This is the only fluid that can be legally used in pneumatic
tires. Suits now pending.

BUFFALO SPECIALTY MFG. CO.,
Buffalo, N. Y.

If You are Interested in Automobiles,

THE MOTOR WORLD

Will Interest You.

It's readable,
and you can understand what you read.

Published Every Thursday

at 123-5 Tribune Building, New York.

\$3 per Year

Specimen Copies Gratis



If you ride or sell,
or intend to ride or sell
motor bicycles

"Motocycles and How to Manage
Them"

is the very book you need.

Every page teaches a lesson. Every illustration
"speaks a piece."

And there are 126 pages and 41 pictures, too

Price, \$1.00.

The Goodman Co., 124 Tribune Bldg., New York



Through Train and Car Service in
effect June 15, 1902.

TWO FAST TRAINS

| | "Chicago" Special Via Lake Shore. | "North Shore" Special Via Mich. Cen. |
|-------------|---|--|
| Lv. Boston | 10.45 A.M. | 2.00 P.M. |
| Due Albany | 4.10 P.M. | 7.35 " |
| " Syracuse | 7.55 " | 11.25 " |
| " Rochester | 9.45 " | 1.15 " |
| " Buffalo | 11.40 " | |
| " Toledo | 5.55 A.M. | 8.25 " |
| " Detroit | | 3.15 P.M. |
| " Chicago | 11.50 " | |

"Chicago Special" has through Buffet Library Smoking Car
and Dining Car to Syracuse and from Toledo to Chicago.

"North Shore Special" has Dining Car to Albany, and from
St. Thomas to Chicago. Both trains run daily and are made
up of the most modern and luxurious vestibuled Sleeping Cars
running through to Chicago.

For other service west, time tables, reservation, etc., address

A. S. HANSON, Gen. Pass. Agt., Boston.

BOSTON & MAINE R. R.

LOWEST RATES

FAST TRAIN SERVICE

BETWEEN

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Pullman Parlor or Sleeping Cars on all
Through trains.

For tickets and information apply at any
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D. J. FLANDERS, Gen'l Pass. & Ticket Agt.
BOSTON.

The Best Advertising Medium
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THE
IRISH CYCLIST

Specimen copy and advertising rates on
application to

R. J. MECREDY & SON, Ltd., Proprietors,
49 Middle Abbey St., DUBLIN.

TO THE LIVE MAN

interested in cycling who realizes the value of keeping informed
about all that concerns it this blank will be hint enough:

THE GOODMAN COMPANY,

124 Tribune Building, New York.

Enclosed find \$2.00 for which enter my subscription
to the BICYCLING WORLD for one year, commencing
with the issue of.....

Name.....

Address.....

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, May 2, 1903.

No. 5

EXIT A.B.C.; ENTER POPE

Court Confirms Sale of Dead Trust's Property—Col. Pope now in Control and Call Issued for \$1,250,000.

Colonel Albert A. Pope has come into his own—and a little more. His beloved Columbia factory and all else that comprised the late American Cycle Mfg. Co. is now to all intents and purposes the property of the new Pope Mfg. Co. The same is true of the International Motor Car Co. and the Federal Mfg. Co., both of which were also included in the assets of the American Bicycle Co., for which the reorganization committee, acting for the Pope interests, offered \$3,500,000.

The receivers, as is well known, accepted the offer several weeks since, and on Monday last Judge Andrew Kirkpatrick, sitting in the United States Circuit Court, at Trenton, N. J., confirmed the action of the receivers and issued the order necessary to the transfer of the property.

Colonel Pope, who by courtesy of his fellow receivers, has been practically in control since the opening of the year, at once assumed authoritative direction, and has since been a very busy man. The Pope Mfg. Co. has not been fully organized, but its officers and directors have been selected, and when the formal election occurs Colonel Pope will become its president. Until that occurs and until all of the legal technicalities surrounding the transfer are arranged, he will make no statements regarding his plans and policy.

The first move made after the Court's order was signed was to issue a call for payment, within ten days, of 50 per cent. of the Pope Mfg. Co.'s preferred stock of \$2,500,000. As the underwriting of this stock was done by Colonel Pope and the reorganization committee, the call will render immediately available the sum of \$1,250,000.

The full text of Judge Kirkpatrick's order signed on Monday last is as follows:

"The order to show cause allowed in this matter on the second day of April, 1903, returnable on the twentieth day of April, 1903, having been continued by order of the Court

to the day of the date hereof, and now coming on to be heard upon the petition under which the said order was granted and upon all the proceedings in this cause, in the presence of Messrs. William Pierrepont Williams and William A. Redding, of counsel for the receivers of the defendant company, Messrs. Lindabury, Depue & Faulks, Butler, Notman, Joline & Mynderse and Alexander & Green, of counsel for the proposed purchasers, and of Robert H. McCarter, of counsel for Canada Cycle and Motor Company, Limited, and it appearing by affidavits on file that a copy of said order to show cause and of the petition on which the same was based was mailed to the creditors and stockholders of the defendant company within the time and in the manner specified in said order; and it further appearing to the satisfaction of the Court that the offer of William A. Read, Frederic P. Olcott, George F. Crane, Colgate Hoyt and F. S. Smithers, as a reorganization committee for the personal property of the defendant company mentioned in the said petition, and order to show cause and in the offer of said committee annexed to said petition, is a fair one and is equal to the fair value of the property for which the said offer is made and that it is to the advantage of the creditors and stockholders of the defendant company that the same should be accepted and no sufficient cause having been shown or appearing to the contrary thereof, it is now, on this twenty-seventh day of April, nineteen hundred and three, ordered, adjudged and decreed that R. Lindsay Coleman and Albert A. Pope and John A. Miller, as receivers of the defendant company, be and they are hereby authorized and directed to accept the said offer so as aforesaid made to them by the said reorganization committee as set out in said petition and also in said order to show cause.

"That upon the surrender for cancellation of the receiver's certificates, heretofore issued by said receivers, to the amount of \$500,000, and upon the making of the cash payment of \$3,500,000 mentioned in said offer, the said receivers shall forthwith execute and deliver such bill or bills of sale and assignments as shall be requisite in law to convey and assign to said purchasers or their nominee said personal property according to the terms of said offer, and that in lieu of the

payment by said purchasers of said cash sum of \$3,500,000 the said receivers shall accept from said committee an acknowledgment of the receipt of such dividends as the said purchasers as such committee shall be entitled to on a pro rata division of whatever is divisible to and among the creditors of the defendant company upon the completion of this transaction. In ascertaining the amount of such dividend, and in order that immediate delivery may be made of said bills of sale and assignments and of the possession of the property to be sold, said receivers shall provisionally fix and establish the amount of the debts proved to them with interest and adjudged as of August 30, 1903, where interest is payable."

"Neither this order or decree nor anything done under it or in pursuance of it shall affect in any way the right of any creditor of the defendant company who is not represented by the purchasers as a reorganization committee to receive in cash his pro rata share of whatever may be finally ascertained by the Court to be divisible among the creditors of the said corporation, nor shall anything in this order contained be construed to adjudicate the validity of any claim or demand against said corporation which has not been admitted by the receivers, and all questions in respect to the validity of any such claim or demand are reserved for the further order of the Court. Nor shall anything in this order contained be construed as vitiating any contract heretofore made by the American Bicycle Company, the defendant herein, with Canada Cycle and Motor Company, Limited, and any such contract, if not assumed by the purchasers under this sale shall remain of the same force and effect as if this sale had not been made."

The exception in favor of the Canada Cycle and Motor Co. appears to convey with it the right to the continued use of the patents hitherto controlled by the American Bicycle Co. and also the continued exclusive control of the Canadian market, the contract with the A. R. C. prohibiting its crossing the border to sell its product in the Dominion.

J. Harry Sager, the well known Rochester (N. Y.) tradesman, is disposing of his retail business. After the stock is sold it is Sager's purpose to devote himself to the Regas spring frame and a motor car which he recently invented.

MARCH ADDS TO LOSS

Month's Statistics Fail to Show Improvement in Export Trade—Decrease, \$96,000.

During March the usual decrease in exports took place. It was a considerably smaller decline than marked February, however, and possessed a few novel features. France records a distinct and gratifying gain, its purchases rising from \$9,360 to \$17,061; Mexico repeated its gain of the previous month, the figures being \$7,503, as against only \$1,924 in March of last year; while Japan, which can always be relied upon to show a gain, did even better than usual, buying \$30,877 worth of goods, as against \$10,262 for the corresponding month of 1902.

On the other hand, "Other Europe's" share dwindled lamentably, the loss being nearly \$50,000—\$30,164, against \$77,261. The United Kingdom was not far behind, falling off from \$52,029 to a beggarly \$15,810. The Netherlands and Germany completed the list of serious losses. The former country dropped from \$43,015 to \$19,255, while Germany contented itself with \$16,677 worth of goods, in place of the \$29,407 taken in March, 1902.

For the nine months of the fiscal year also the loss is severe. The figures are \$1,465,503 for the period ending March 31, 1903, as against \$1,797,474 for the same period of last year, the greatest falling off being in Germany, and the greatest gain in Japan, of course.

The exports in detail for the month and the nine months, respectively, are as follows for the corresponding periods:

Recent Incorporations.

Winnipeg, Man.—Joseph Maw & Co., Ltd., to manufacture implements, bicycles, automobiles, harness and leather goods; capital stock, \$200,000.

Denver, Col.—The Master's Bicycle Repair Jack Co., to manufacture repair jacks; capital, \$24,000. Directors—Hon. John C. Bell, president; J. W. Trippler, treasurer, and T. W. Monell, secretary.

Minneapolis, Minn.—Kennedy Bros Co., to deal in guns, cutlery, bicycles and sporting goods; capital stock, \$25,000. Corporators—Patrick J., Mary E. and Lawrence F. Kennedy, all of St. Anthony Park.

Marietta, Ohio—Marietta Sporting Goods & Machine Co., to deal in hardware, bicycles, typewriters, automobiles, etc.; capital, \$10,000. Corporators—C. W. Race, R. E. Race, M. S. Race, G. W. Race and O. A. Lambert, all of Marietta, Ohio.

Osmond's Company Goes Under.

Osmonds, Ltd., is the last British concern to go to the wall. It has been decided to wind up its affairs. Some eight years ago the company was formed by F. J. Osmond, the famous English racing man, to manufacture and market a machine designed by him. The concern was never successful in its operations, in spite of the fact that it turned out a good and high priced machine; and after sinking a great deal of money the stockholders have decided to throw up the sponge. Not because it is so, but because it is the English way of treating American happenings of the sort, this may be taken as evidence of the decline of cycling in the kingdom.

CHANGE IN CORBINS

Interests Divided and Coaster Brake Taken Over by New \$400,000 Corporation.

Henceforth the Corbin Duplex Coaster Brake will be manufactured by the Corbin Screw Corporation, instead of by the firm of P. & F. Corbin.

The company is an outgrowth of the firm, and is really in the nature of a separation of its interests, the men and plants involved being the same.

The Corbin Screw Corporation of New Britain was incorporated in Connecticut on Saturday last. The capital stock of the corporation is \$400,000, divided into 4,000 shares of the par value of \$10 each. The incorporators are Philip Corbin of New Britain, Charles M. Jarvis of Berlin, Charles Glover, Howard S. Hart and Theodore E. Smith of New Britain. The corporation is organized to manufacture screws and the products of screw machinery and to deal in metals and materials of all kinds pertaining to the business.

The new company has been organized to take over the screw departments of the P. & F. Corbin Company and the Russell & Irwin Company of the American Hardware Company, and its stock will be taken out of the latter company.

Still Selling Victors.

There are still Victor bicycles—and of this year's make—being advertised and sold, in spite of the general belief that the famous old machine had passed away forever. A local store purchased a block of them from the Stevens people and is offering them at the extremely attractive figure of \$25—including the Barwest coaster brake.

"Yes, we still have the good old wheel to sell, and it is going very well," said the salesman in reply to The Bicycling World man's question. "The Stevens Co. started in to make them again last winter, and then stopped owing to the rush of other work. We knew what they were, and when they were offered to us at a price we lost no time in closing for them."

The machines have undergone little or no change from the design that was formerly so well known. The Overman earmarks are all over them—the characteristic frame and fork lines, the hub and crank hanger adjustments, the peculiar sprocket wheel, etc., and the finish appears to have suffered but little in the course of time. It was stated that parts for these and old Victors could always be obtained, and as the machine has retained its hold on the riders, despite the vicissitudes of the past few years, this will be welcome news to them.

Competition will not trouble you if you devote your whole energy to your own business and advertise, says Printer's Ink.

| Exported to— | March— | | Nine months ending March— | | |
|--|----------|-----------|---------------------------|-------------|-------------|
| | 1902. | 1903. | 1901. | 1902. | 1903. |
| | Values. | Values. | Values. | Values. | Values. |
| United Kingdom..... | \$52,029 | \$15,810 | \$253,514 | \$300,152 | \$178,510 |
| Belgium | 6,197 | 3,006 | ..... | 30,560 | 24,472 |
| France | 9,360 | 17,061 | 96,801 | 155,621 | 103,730 |
| Germany | 29,409 | 16,671 | 113,952 | 230,508 | 68,680 |
| Italy | 9,752 | 5,023 | ..... | 46,283 | 32,239 |
| Netherlands | 43,015 | 19,255 | ..... | 120,639 | 53,322 |
| Other Europe..... | 77,261 | 30,164 | 303,578 | 235,459 | 135,642 |
| British North America..... | 23,519 | 27,130 | 173,725 | 98,476 | 108,848 |
| Central American States and British Honduras | 261 | 214 | 4,016 | 3,830 | 2,177 |
| Mexico | 1,924 | 7,503 | 14,569 | 15,594 | 30,630 |
| Cuba | 1,042 | 844 | 11,447 | 12,928 | 6,461 |
| Other West Indies and Bermuda..... | 6,647 | 3,854 | 38,258 | 36,333 | 28,286 |
| Argentina | 185 | 439 | 23,341 | 7,865 | 9,662 |
| Brazil | 517 | 547 | 8,454 | 4,087 | 5,211 |
| Colombia | 234 | 97 | 399 | 916 | 703 |
| Venezuela | 166 | 12 | ..... | 533 | 185 |
| Other South America..... | 3,087 | 2,550 | 23,414 | 18,723 | 14,764 |
| Chinese Empire..... | 1,634 | 1,996 | 10,802 | 48,244 | 12,300 |
| British East Indies..... | 4,840 | 2,236 | 41,255 | 36,345 | 31,475 |
| Hong Kong..... | 528 | ..... | 7,349 | 3,554 | 2,503 |
| Japan | 10,262 | 30,877 | 154,716 | 121,361 | 317,540 |
| British Australasia..... | 14,320 | 13,390 | 156,332 | 150,995 | 171,709 |
| Philippine Islands..... | 1,964 | 1,594 | 62,175 | 15,026 | 10,855 |
| Other Asia and Oceania..... | 3,927 | 4,147 | 18,978 | 21,299 | 23,184 |
| British Africa..... | 6,147 | 7,026 | 79,137 | 79,503 | 84,923 |
| All other Africa..... | 105 | 709 | ..... | 2,523 | 7,492 |
| Other countries..... | ..... | ..... | 219 | 117 | ..... |
| Total..... | 308,332 | \$212,155 | \$1,596,431 | \$1,797,474 | \$1,465,503 |

SUNSHINE AND COMPANY

Two Potent Factors for Good—Evidence That Women's Interest is Reviving.

All who know Elliott Mason, the dean of New York dealers, know him to be a man not given to idle talk or to speech without thinking. For that reason his opinions of the trade situation, after an unusually depressing period of gloomy weather, is full of interest.

"Yes, this is the sort of weather we have been waiting for," he said on Wednesday, in reply to The Bicycling World man's stereotyped question regarding business, "and it is having the desired effect in bringing customers to the store. It is a great pity, though, that it came so late. Half of April was bad, and the harm that has already been done can never be quite repaired.

"Still, I am glad to say that there is a steady and very appreciable improvement in business this year. The better class of riders are coming back in greater numbers. We sell bicycles to everybody, of course, and one man's money is just as good as another's; but there is no doubt that it is the absence of the business and professional classes that has hurt the pastime so much of late years. The force of example is very great. The rider in a sweater for a time almost monopolized the field, and while other people still rode many got the impression that they did not. Riding alone fails to appeal to many people, and because they can't find company they stop altogether.

"A case that illustrates this came to my notice only a short time ago. Mrs. Mason belongs to a whist club, and one day she heard a lady lament the fact that she had been obliged to give up riding because she could find no one to ride with her. Mrs. Mason exclaimed that she rode regularly, and would be very pleased to bear the speaker company. The lady was delighted, and an appointment was made that has led to a number of very enjoyable rides. Now, I haven't a particle of doubt that there are hundreds of such cases as this in every city and large town.

"As for me, I always enjoy riding, and am never so well as when I get out on my wheel regularly. The same is true of my family. I make it a practice to watch the character of the riders I encounter, and this season I can see a very marked improvement in the class of riders. They are better dressed, ride a higher class of wheels and conduct themselves like gentlemen. There is also a gratifying increase in the number of women riders, and I have noticed a great many tandem riders.

"In the family of a customer there are eight bicycles, and I was recently instructed to send for all of them and have them gone over and put in condition for riding. I have already sold four machines this season to members of the Tuxedo colony, all of them

women's wheels—a sure sign that their interest is aroused once more. So it goes, and it seems plain that we have entered upon the better times we have waited for so long."

Where the Hill Climb Will Occur.

The grade for the hill climbing contest of the New York Motor Cycle Club on May 30 has finally been chosen, and will be such as will give all motor bicycles a chance to prove their capacity on grades that, while not remarkable, are steeper than is usually encountered in a day's travel. It is located in upper New York City, and is known locally as the Riverdale Hill, situated on Riverdale avenue, about one-third of a mile from the Kingsbridge station of the New York Central Railroad and just off the main road to Yonkers. It is one-half mile long, with a pitch ranging from 5 to 12 per cent—8 per cent at the start, 12 in the centre and 5 near the top. The surface is good macadam.

The competitors will be given one trial with a rolling start, and gold, silver and bronze medals be awarded for the fastest respective times. Entries will close May 26 with Roland Douglas, 107 West Eighty-second street, New York. As the first contest of magnitude, it promises to be full of interest and instruction.

May be Barred From Cycle Paths.

Quite unexpectedly the cycle path committee of the Minneapolis City Council has recommended that motorcycles be prohibited the use of the paths, of which there are some fifty miles. The effort to that end was made by a number of timid and disgruntled bicyclists, and is the direct result of the scorching element. Some of the Minneapolis motorcyclists are for carrying the matter to the courts, and Chairman Haynes of the local trade association states that the matter will be resisted to the bitter end. The city clerk has issued license tags, good until May 1, 1904, and, armed with these, the motorcyclists will resist the effort to close the paths to them. Mr. Haynes, like many others, deprecates the situation, as, at best, the construction of special paths for bicycles is of doubtful legality, and if it is called into question no good purpose will be served.

Two Pope Appointments.

Col. Pope's veteran private secretary, R. L. Winkley, has already been named as advertising manager of the new Pope Manufacturing Company. Col. Pope has also brought his son Harold back to Hartford, and the young man will, of course, be added to the Columbia staff. For the past year he has been connected with a Massachusetts automobile concern.

British Exports Still Upward.

March proved another good month for England's cycle export trade. The shipments attained a value of £75,963, as against but £57,282 in the corresponding month of the previous year. For the first quarter of this year the gain totals £78,829, roughly \$394,145.

DECLINES TO DOWN

Five Men Under an Odd Arrangement Decide to Run the Irvington-Millburn.

Once more the swan song of the Irvington-Millburn road race has been prematurely sung. The Bay View Wheelmen, of Newark, or at least five members of that club who are supposed to be backed by the organization, have decided to keep the classic event alive for one more year at least.

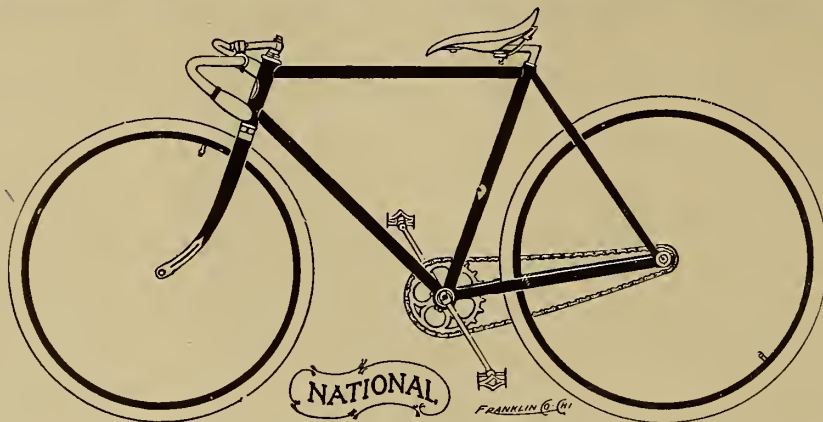
After the Century Road Club Association abandoned the race because the Essex County Freeholders required them to bind themselves to be responsible for all accidents and defend all suits for damages that might grow out of the race, the proposition was made to the Bay View Wheelmen to hold it, but it was currently reported that they would not. The club did vote not to hold the race and discharged its committee on the matter. What arrangements have been made with the club by the five individuals who have charge of the race now is not known, but it is understood that they accepted the terms of the Freeholders, which were refused by the Century Road Club Association.

The promoters have been proceeding very quietly, almost as if they were afraid some one might learn that the race is going to be held after all. No notices of the plans have been sent to the newspapers as yet, and the fact had to be learned from Newark sources. In completing the arrangements for the race the coterie of Bay View Wheelmen in charge of it have antagonized the Century Road Club Association, which last year had more than twenty riders in the race and who proposed to enter more than fifty this year. The C. R. C. Association stood ready to co-operate and run the race jointly with the Bay View Wheelmen, but they were told that they were not needed. This in spite of the fact that the association had all the necessary papers in the case, many arrangements completed and prizes pledged. The C. R. C. A. will not now enter a team, although it will not try to prevent its members from entering and riding as individuals. In view of this situation, and also the unenterprising behavior of the men in charge in not announcing such an important piece of news as the fact that the race is to be run, after the newspapers have bidden it farewell, it is doubtful if the race is a success financially, although if it is known that it is to be run the historic event is always sure of entries. If the club was running the event it would be reasonably certain of being well managed, but just what part the club will play is not known, and the efficiency of its management is therefore a matter of conjecture.

The five who have undertaken the race are Perry Johnston, Christian Ahner, Richard Stern, William Ruoff and Fred Kelm. Entry blanks can be had by addressing William Ruoff, Bay View Wheelmen, Newark, N. J.

"THE BLUE SILVER NATIONAL"

**THE
Bicycle
of
the
Year.**



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notice
Walthour's
work on
this model
at
Atlanta?

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THE BICYCLING WORLD

FOUNDED 1877
and MOTORCYCLE REVIEW

In which is Incorporated
"The Wheel" and the "American Cyclist."

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MAY 2, 1903.

"Find inclosed \$1 bill. Please renew my subscription when it expires, and send it to me six months from that date.

"I can hardly do without The Bicycling World, as I find in it many suggestions and helpful hints that I find very useful. Also your advertisers are prompt and reliable.

"I would inclose full year's subscription only I have not a \$2 bill available. You will find that my name will not be stricken from your subscription list, though.—Clyde M. Clough, Davenport, Iowa.

Eyes on the Colonel

The entire cycle trade looks toward you, Colonel. If its good will counts, you have it.

The Motorcycle Magazine.

On June 1 the Bicycling World will take a half brother unto itself—The Motorcycle Magazine, the announcement of which on another page will be found to possess special interest to all concerned with motorcycles.

The appearance of the half brother will in no wise abate the interest or lessen the space which the Bicycling World is and has been devoting to the subject. The two publications will not conflict. They will fill distinct

spheres. In the nature of things no monthly can be a newspaper; it's a long time between months, and events crowd each other too closely for them to be fresh at the end of thirty days. The Bicycling World will perforce continue to be the motorcyclists' newspaper and the industry's trade journal and spokesman. The Motorcycle Magazine will be rather in the nature of a motorcycle missionary and proselytizing medium. It will not be of less interest to the trade or to the men versed in motorcycles, but it will be of more interest to the men who are new or who are "just thinking about them," or who have never thought about them before. It will circulate in channels that reach these classes; it will be of a character that will attract them, that will catch their eyes and, having caught them, will compel their reading and appeal to their reason and excite their interest and enthusiasm.

The Motorcycle Magazine will make converts, and, we are sanguine, will prove no small factor in swelling the ranks, the enthusiasm and the sales. We are as sanguine that few men who now read the Bicycling World but will read and appreciate The Motorcycle Magazine, and that once the conversion is made the reader of the magazine will speedily be possessed of a desire or find need for the Bicycling World.

The Way Open; the Will Lacking.

In round figures Great Britain's export of cycles during the first three months of the current year increased in value \$400,000.

In January there was shipped \$407,000 worth, in February \$405,000, in March \$379,000, a total of \$1,191,000.

During the same period the cycle exports of the United States declined in value \$212,000.

In January there was shipped \$176,000 worth, in February \$181,000, in March \$212,000, a total of \$569,000.

Germany's figures are not available, but Germany is known to be leading England.

It appears useless to moralize or expound. The bare figures are presented for what they suggest—that there's a way to obtain trade were the will not lacking.

Bicycles for Provincial Police.

The mounting of the police forces of small towns on bicycles, as instanced by Dublin, Ga., is one that is worthy of development. With few men and long posts the rule in such places, and little, if any, objection to riding on the sidewalks, it is self-evident that

the oftener the patrolman can cover his beat and the quicker reach a scene of accident, incident or disturbance, the better is the town watched and protected. A policeman awheel is worth four afoot. A "force" of three men on bicycles is equivalent to a force of twelve afoot—a patent fact that ought to even if it does not weigh heavily with provincial authorities.

Discounting the Weather.

That time honored adage, "a feast or a famine," is one peculiarly applicable to the cycle dealer, and never more so than this year. For weeks and weeks he waited for "spring weather," sales being practically at a standstill meanwhile. In place of the balmy breezes and bright sunshine that the calendar warranted him in expecting, he was confronted with gloomy skies and blighting blasts and low temperatures. At last, when he had almost given up in despair, the change came. The semi-winter passed and summer reigned in its stead; but spring, from which so much was expected, has been practically non-existent.

As every dealer knows, sentiment has much to do with the course pursued by the average person. Even when he has made up his mind to buy a bicycle, and when the make and place of purchase are decided upon, he will frequently wait for good, or even ideal, weather before consummating the deal. If it comes early he will buy early; if there is procrastination he will procrastinate. If it rains on Friday he will go to bed Friday night without a thought of making the purchase, while if Saturday morning breaks bright and clear he will call at the store, make the purchase and expect to have the wheel for a first ride on Sunday. If the weather continues bad he will keep putting off the purchase. Inasmuch, however, as the desired change is certain to come, it would seem reasonable to suppose that the purchase is equally certain to be made. But not so. In some cases it will be lost altogether. Much delay will sour the would be buyer, and he will decide to wait until "next year."

Knowing all this full well, the dealer dreads late springs, or early summers, whichever way the matter may be put. He is certain to lose some business, and unless he is philosophical he will fret and worry over it without accomplishing any good.

The wise dealer, however, is he who expects disappointments of this sort, and reckons an ideal spring as so much clear gain.

This year there have been sales lost that can never be regained. But they are lost, and the less thought given to them the better it will be. A fine May will enable much of the lost time—not all of it—to be made up, and the wise course, the only proper one, in fact, is to seize the present opportunities and make the most of them. The dealers who do this will soon forget all about the lost sales.

The two Classes of Bicycles.

A single broad line divides the cycles of to-day into two classes—those designed for and used by the scorcher or speed man, and that greater and still growing number that finds its way into the hands of the rider who cycles in moderation and is always on the lookout for devices that will add to his comfort and pleasure.

In the first class there is no life or movement. The scorching machine of to-day is scarcely distinguishable from that of three or four years ago. Perfection, as some will term it, finality as it will seem to others, has been reached. There is, with our present knowledge, no further advance to be made and no change for the mere sake of change is desired. The speed machine has reached its apogee.

With the other class, however, a vastly different state of affairs exists. Perfection has not been reached, change is neither impossible nor undesirable. Proof of this is found in the fact that it is being, and has been for years, constantly made. Appliances and devices that increase the comfort and enhance the pleasure of the rider have been discovered and fitted in shoals. Subjected to whatever test, to the closest scrutiny, they are their own justification, and they have reached the point where their incorporation in the standard machine is accepted almost as a matter of course.

At the close of each year it seems as if a period has been put to the process of improvement, as if ne plus ultra must be written. But the events of the following season demonstrate that this is a delusion. The step further is taken, and then we are ready for still another.

Much of the course in regard to spring devices has been retraced, but not all. Before we had pneumatic tires to absorb vibration we were almost forced to provide substitutes; and now that the tire has been reduced in size and we have become sensitive to the vibration to which we are still incident, and have become anxious for further relief,

there are still some means that have not been made use of. Spring forks are slowly following spring frames; more comfortable, i. e., springy, saddles have taken the place of the Christys and Browns with which we used to torture ourselves and imagine we were comfortable. But the springiest saddles of to-day are miles behind those of former years, and the gooseneck saddle post as a means of providing still more spring is forgotten.

If we turn from springs to tires, there is food for reflection there, too. As air was the remedy for vibration in 1890, so more air is still a more sovereign one for the lesser vibration of 1903. Whenever we can bring ourselves to the point of sacrificing some ease of propulsion for increased comfort, then, and not before, will makers provide bigger tires, and so end the vibration bogey.

The Return of the Sun.

The cycle trade has been blessed by more than ten successive days of sunshine.

Well! Well! How is you, Mistah Sun!
I thought dat you was loafin' 'cause you s'posed yoh work was done;
We was feelin' mighty lonesome, 'cause we all had understood
Dat you'd clean got tired o' business an' had gone away foh good.

We s'picioned, when we looked upon dat dark an' gloomy sky
Dat you done put up de shutters an' had bid de world goodby;
We don't know whah you's been to, nor what you's gone an' done,
But I tells you what it is, you's mighty welcome, Mistab Sun.

Window Displays.

In nearly all lines of business the marking of prices on articles displayed in windows is a matter that is much more honored in the breach than in the observance. It is hardly too much to say that there is a distinct disinclination to do this—a disinclination based largely on the view that it is not "good taste" to make use of prices.

Yet few people will dispute the assertion that prices compel attention. One need only give the matter a little study to be strongly impressed with this fact, if the impression does not already exist. Take the same store window and watch it on alternate days, when it is dressed with and without prices, as it is frequently possible to do. The greatest crowds collect on the occasions when the prices are displayed, and not when they are absent.

Nor does it end here. The object of a window display is to attract attention. That done, the goods themselves or their prices

must continue the work. Does any one doubt that the man who is interested in or has his attention brought to an article will give it the most thought when the glance he gives it also reveals to him its price? There are still plenty of people—men, at least—who object to coming out of stores without making purchases. Consequently they are timid or bashful about entering merely to price an article. If they know the price, and it is an attractive one, they will enter the store with confidence. Or if not ready to make the purchase the price will impress itself upon their minds and keep telling its story until the purchase is made.

If the object of windows and window displays is to both attract attention and to bring customers into the store, then the use of price tickets is one of the strongest means to this end that can be conceived of.

If the prices are unusual, so much the better. It will set people to wondering. Just now it is the increase in the price of bicycles that is the most notable feature. To have the fact stare people in the face that the downward tendency has not only been checked, but that an upward one, even although limited in extent, has set in, is to start them to thinking. There must be a reason for it, they will say, and that reason is surely one worth learning.

Work for Motorcyclists.

The fact that the German railways have decided to carry motor bicycles as baggage—the French lines were required to do so more than a year ago—suggests that protection from onerous legislation is not the only object which the projected organization of American motorcyclists can be made serve. The baggage question is one that deserves their attention.

Even in New York State, where the law requires that bicycles be accepted as baggage, the railroads are placing their own definition on motor bicycles. As a rule they define them to be express matter, and the express rates charged are wonderful to contemplate, not to say pay. As an instance, from Jamaica to New York, nine miles, the passenger fare is 25 cents; the express charge on a motor bicycle between the same points and on the same train is 90 cents—10 cents a mile.

Gear 84 inches, with option of 91, is the catalogue specification of at least one well known American bicycle. It is mightily like inviting purchasers to either deceive or to overwork themselves.

OFFICIAL PACING MACHINE

Specifications to Which all Motor Bicycles Used in Paced Races Must Conform.

Ever since motor paced racing became a prominent feature of the sport the governing body has been kept in hot water by the desire of riders to use appliances on their pacing machines that would act as wind shields.

The trouble came to a head last year, when, in spite of the fact that at the beginning of the season the matter was gone into carefully by the N. C. A. officials and a set of rules evolved that it was thought would obviate the usual clashes, a war of serious proportions broke forth and came perilously near blocking the pacing game, or at least

sold to racing men complete, with the exception of the motor and carburetter, it being intended that these should be selected and fitted later. The specifications of this sample machine are as follows:

Rear wheel, 28 inches, fitted with 3-inch No. 53 Hartford tires, single tube; front, 28 inches, fitted with 2-inch No. 53 Hartford tires, single tube; drive belt, 2½ inches; double ply, wire stitched, endless, on right hand side of machine; wheel base, 48 inches; capacity of gasoline tank, 2 gallons; capacity of cylinder oil tank, 1 quart; fitted with force pump operated by the left foot; control of sparking cam by turning auxiliary grip on handle bar, left side; control of carburetter mixture by turning auxiliary grip on handle bar, right side; safety roll made in any width under 24 inches; foot rests, 24 inches; no part of machine except handle

ceed one inch in diameter and 23 inches in width.

Sec. 2. Rear tires for pacing machines shall not be less than 3 inches in diameter.

Sec. 3. That the above rules relative to the width and general construction of pacing machines shall become immediately operative and continue in force for three years from this date.

It will be seen that while the N. C. A. specifications accurately fit the Metz machines, and must be conformed to by all pace followers, the Metz details do not have to be followed in all cases. For example, the rear tire of a pacing machine cannot be less than 3 inches in diameter, but it can exceed this, provided it does not contravene any other stipulation. In other words, the Metz machine, an illustration of which is given, is merely one that does conform in every respect to the rules laid down by the N. C. A., and it can be readily procured by any rider who wishes to supply himself with a machine that is protest proof.

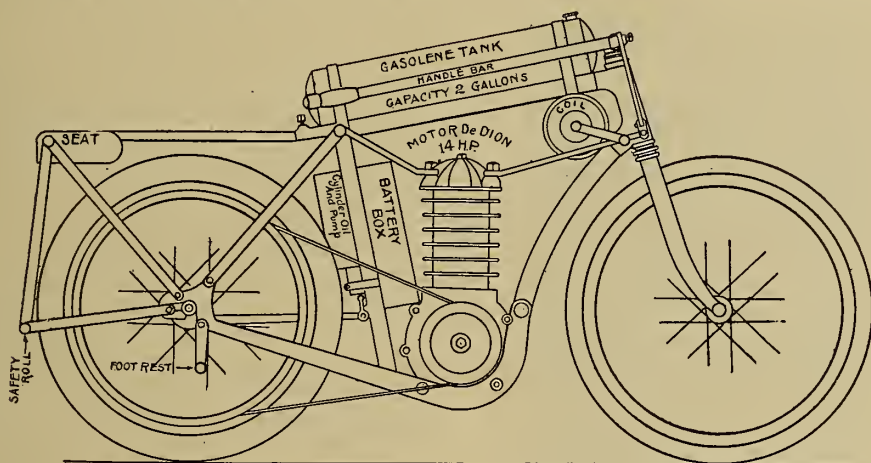
American Cracks Defeated in Paris.

On Easter Monday the American cracks all trailed to the foreigners in an international paced race at fifty kilometers in Paris. The order at the finish was: 1, Henri Contenet (France), in the record time of 38m. 40s.; 2, Tom Linton, three laps away; 3, Dangla, five laps behind; 4, Michael, seven laps behind; 5, Nedson (America). Contenet proved himself to be the best of the group, and, taking the lead after a few laps had been covered, he was not really troubled throughout the race. He reached the 10-kilometer mark in 8m. 13s., 20-kilometer in 15m. 55 2-5s., 30-kilometer in 23m. 27 2-5s., 40-kilometer in 27m. 22 4-5s., beating previous world's record for this distance, and, continuing to improve in speed, reached 40 kilometers in 31m. 82-5s. (previous best 31m. 23 2-5s.), and 50 kilometers in 38m. 40s. (previous best 39m. 11s.). Michael and Nelson cut out the pace too warm at the start, both being dropped by their pacers. Toward the end of the race Michael's pacing failed him or he would have finished nearer the winner, While Nelson had the misfortune to fall through coming in contact with his motor. He was not hurt, and remounted, only, however, to finish last.

Ellegard captured the grand prix de Buffalo at Paris on April 20, and no American was in the money. Meyers was second and Priard third. Owen Kimble failed to qualify in the preliminaries. The distance was one kilometer, the purse 150 francs and the time 1.50. Ellegard won by a length and a half.

To Open Season with Smoker.

The idea of "opening the riding season with a smoker" is somewhat novel, but as the plan is to assemble the "boys" and work up enthusiasm on the night before the day of the first run, it seems reasonable. The scheme has been adopted by the Century Wheelmen of New York, who will have their "photograph run" to-morrow.



making it a farce. The appearance of the huge "Candy" pacing machine will be recalled, with its innovation of belt in place of chain drive, and the protection that same belt and its pulley afforded the rider.

With the inauguration of a paced circuit for the 1903 season, as noted in last week's *Bicycling World*, comes the adoption of a set of standard specifications for the machines to be used for pacing machines on this circuit. A brief reference to them as the Metz specifications has already been made. These specifications, it now appears, must be conformed to by all pacing machines used on the circuit; and as practically all the paced racing will be done on the circuit the virtual result is that all pacing machines will be built on these lines. It is significant of the belief in the permanency of the present arrangement that it is made operative immediately, and is to continue in force for a period of three years.

Two French single pacing machines, belonging to Elkes and Michael, respectively, were brought to this country and used as models by C. H. Metz, of Waltham, Mass., in the construction of machines for the paced circuit. A few changes were made, but in the main the constructional details of the French machines—which were equipped with 14 horsepower motors—were closely followed. The result is a machine built by Metz and

bars, foot rests and safety roll to project more than 8 inches on either side of central line of machine; width of rear rim, 3¾ inches; outside of belt flange from centre of rim, 6¾ inches; diameter of belt flange, 21 inches.

Machines of this kind are being built by Metz and sold to any of the racing men who propose to follow the pacing game this season. Their purchase and use is not obligatory, however. Riders can use single pacing machines of any make, but they must conform to the specifications which have been adopted by the N. C. A., as follows:

Section 1. No part of a pacing machine, of either the double or single type, shall exceed a total width of 16 inches at its widest part (except such parts as are hereinafter specified), and within the 16 inches shall be included all necessary working parts of the machine, with the exception of the following appliances:

(a) Handle bars, which may be of necessary width to meet the requirements of the operator.

(b) Footrests, or pedals, which must be applied to the machine in such a manner so as not to exceed a total width of 24 inches when pedals or foot rests are placed at the widest part or parts of the machine proper.

(c) Roller guards must be used at rear of machines, and such guards shall not ex-

TRUCE VIOLATED?

Fresh Cause for Bitterness Between the Rival and Long-Warring C.R.C A.'s.

During the winter it was agreed between the Century Road Club of America and the C. R. C. Association that the policy of holding rival century runs on the same days, which was pursued last season, would be abandoned this year. The bitter feeling between the rival organizations seems to have proven too keen for such a truce, however.

The New York State centurion of the Americas, Henry Veit, and the president of the Association, R. A. Van Dyke, conferred concerning the dates for the grand annual spring century of their respective organizations. The Americas chose May 10. The Association said, "All right, we have nothing on for that date." The Association then chose May 17 for the date of their spring run, and the Americas agreed not to hold any run on that date. The printed matter announcing the dates has been out for some time, and there was the outward seeming of peace with honor—an armed truce at least.

On Wednesday of this week there were distributed broadcast circulars stating that the Stuyvesant Wheelmen are to hold an open century run on May 17, "under the sanction of the Century Road Club of America."

About New York it is pretty well known that the Stuyvesant Wheelmen are so closely identified with the C. R. C. America that the two organizations resemble counterparts. The Stuyvesants are nearly all members of the America, and the club can always be depended upon to fill the ranks when any run is called. By their rivals the Stuyvesant Wheelmen are regarded simply as a group of C. R. C. America men organized into a club which serves certain very useful ends. The Stuyvesant Wheelmen are fre-

quent winners of the handsome club prizes put up by the Americas, and members of the Stuyvesants carry off many of the individual trophies.

In the notices of the Stuyvesant Wheelmen's century on May 17, the same date as that chosen by the Association for its annual spring event, the announcement is made that Henry Veit, the centurion of the C. R. C. America, will be captain of the run, and the pacemakers named are well known as men who serve in that capacity for the Americas, and most of them are in fact slated for pacemakers in the spring century of the Americas on May 10.

The Association very naturally regard this whole proposition as a transparent and contemptible piece of bad faith on the part of the Americas. They consider that the Americas are actually putting on an opposition run and foolishly trying to avoid the appearance of doing so by calling it a run of the Stuyvesant Wheelmen. Beyond the fact of its being "sanctioned" by the Americas, and of America officials helping it, is the circumstance that, like the spring run of the Association, there will be a race home, with prizes offered.

A new feature in the run of the Association will be that of making the home trip by easier stages with the stops much more frequent than customary. This is made possible by having the first leg of the ride before the dinner stop cover two-thirds of the journey. This, it has been found makes the trip easier for unseasoned riders.

Causes of the Enamel Cracking.

Sometimes the enamel will crack and come off in spots, and owners of machines will wonder what causes it. Usually a close examination will reveal that the tubing is rusted under the bad place, and to it the cracking is due. The frame has not been dry when the enamel was applied—perhaps the workman's moist hand left its mark—and the rust that ensued has been working slowly on the enamel, finally ruining it in that particular place.

NEW JERSEY'S LAW

How While it Enriches the State it Loses Money for Hotel-Keepers.

The three days' tour of the Alpha Motor Cycle Club from Brooklyn, N. Y., to Atlantic City, N. J., May 30 to June 1, is in the balance, owing to the New Jersey law which makes that State practically a foreign country to motorcyclists. Last year fourteen men started, and even if it is decided to undertake it as scheduled, it is not likely that there will be half that number to participate. Both the Alpha and the New York clubs are giving New Jersey a wide berth. The New York club originally intended to hold its hill climbing contest in the State and also to call the meeting for national organization at a Jersey resort, but since the law was passed these events and all Sunday and holiday runs are being held elsewhere. How much New Jersey's desire to mulct non-residents for the use of its roads is costing the hotelkeepers and others would prove an interesting item were it possible to figure the amount.

Much Mixed Government.

Abroad motorcycle government appears much mixed. Although both Great Britain and Ireland have Motorcycle Unions of their own, the Automobile Club of Great Britain and Ireland is now considering the formation of the Autocycle Club that will work under its wing. The governing committee is to be formed of ten members of the Automobile Club and eight representatives of "outsiders." For the latter the annual fee is to be a guinea; for the members of the A. C. G. B. I. five shillings. The objects of the new body will be "the general advance of motorcycling and to obtain legal advice."

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.



PHOTOGRAPH RUN OF THE ALPHA MOTOR CYCLE CLUB, BROOKLYN, N. Y.

CYCLISTS IN MIMIC WAR

Story of Their Four Days Manoeuvres in England—Motor Bicycles Prove Useful.

While in this country the militia authorities were filled with the "bicycle idea" when cycling was a craze, and promised to develop the idea, their interest and enthusiasm dissipated as the public frenzy dissipated, and nothing is now heard of the cycling soldier.

In England, on the other hand, the always interested Major C. E. Liles and his corps of cycling volunteers, the 26th Middlesex Regiment, are still deeply concerned and "hard at it." Their Easter manoeuvres this year, as in previous years, constituted a notable event, and were full of useful instruction that would suggest many things to the American militia authorities if they were as keenly interested in the development of their arm of the service as they would have believed. The Cyclist's story of the manoeuvres gives a good idea of their thoroughness. It says:

The 26th Middlesex (Cyclist) V. R. C., once again went out for their usual Eastern training under Major C. E. Liles. This year the operations were on a large scale, and the area of country used extended from Uxbridge to Wokingham.

The cyclists engaged were formed into a provisional battalion under Major Liles, and made up seven good companies and one signalling company. The 26th Middlesex formed two companies of the battalion, and the remaining five were composed of men from the 2d (South), 5th (West), 12th (Civil Service), 19th (Bloomsbury) Middlesex V. R. C., the 2nd V. B. Beds. Regiment, a section of trained ambulance men from the Royal Army Medical Volunteers, and the cyclist companies of the 1st V. B. Royal Berks. Regiment and 1st Bucks. V. R. C. There were also present the Brigade Signalling Company of the 2d London Volunteer Infantry Brigade. The whole arrangements, schemes of operations, etc., were under the direct supervision of Colonel Vesey Dawson, C. V. O., commanding Irish Guards and 2d London Volunteer Infantry Brigade, who acted as chief umpire throughout. He was accompanied by field officers from the 1st Berks and 1st Bucks, the assistant umpires, and for whose use motor cars, trailers and motor cycles were in great evidence. Numerous motor cyclists were extensively employed on both sides for purposes of scouting, despatch riding, etc., and showed to great advantage.

On Good Friday the general and special ideas were as follows:

On the night of April 9-10, a retiring force (Red) was supposed to be in occupation of the country east of the main Slough to Beaconsfield Road. Its outpost and patrols were pushed well to the east, and watched a force (Blue), which had its outposts facing

west on line Harrow, Hounslow, and Kingston.

The boundaries were:

North.—Main Uxbridge Road from twelfth milestone from London to Hotspur.

South.—East Bedfont Church, Duke of Northumberland's River, and then Bath Road to Colnbrook Station. W. W. R. to road West Drayton to Tothney, and this road to Horsemore Green, Langley Station, and then G. W. R. to Maidenhead.

West.—Holtspar, Cores End, Hedsor, to Taplow Court.

Uxbridge itself, viz., one mile radius from Market Square, was neutral ground to both sides, and no fighting was allowed to take place within this area. No man of either force was permitted to cross the line of the thirteenth milestone, before 10:15 a. m., and no man belonging to the Blue force could



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

enter or approach area of operations further west than seventeenth milestone Uxbridge Road. Red could not move his convoy from Farnham Royal before 2.30 p. m. on the 10th, after which hour he was to endeavor to bring convoy safely to any point on west boundary.

The orders issued were:

From O. C. Red Army Corps, Reading, to O. C. Cyclists (Red) Westend.

"April 9th, 1903. 10 p. m.

"I hear enemy contemplates an advance on Maidenhead to-morrow, April 9th, from his outpost line. Ascertain his line of advance as early as possible to keep in touch with him, and if he tries to push on, hold him back and cover the retirement of remainder of stores from Farnham Royal to Maidenhead or Cookham. The O. C. rear-guard at Maidenhead can supply sufficient transport at Farnham Royal to complete removal of these by 2.30 p. m. on the 10th."

From O. C. Advance Guard, Blue Army Corps, Hounslow, to O. C. Cyclists, Blue Army Corps.

"April 9th, 1903. 10 p. m.

"Move your force west to-morrow early on Maidenhead; clear country of enemy and

drive him back, if possible; seize his stores at Farnham Royal or prevent him removing them."

Captain H. A. Stenning (26th Middlesex) had command of the following companies as a "Blue" force: No. 1 Company, A Troop, 26th Middlesex, under Lieutenant Baly; No. 2 Company, B and C Troops, 26th Middlesex, under Lieutenant Grant; No. 3 Company, 5th (West) Middlesex, under Lieutenant Churchill; No. 4 Company, 2d (South) Middlesex and 2d V. B. Beds, under Lieutenant Swinnerton, of the Beds; and No. 5 Company, 12th Middlesex (Civil Service), under Lieutenant Palmer.

The "Red" force, commanded by Captain Wethered, 1st Bucks. V. R. C., consisted of the cyclists of the Bucks. and Berks. V. R. C., with the 19th Middlesex and the machine gun section of the 26th Middlesex.

The fight was hotly contested on both sides, "Red" giving way hastily and evacuated at Iver. "Blue" had initiated a long flanking movement round his opponent's left, which was not discovered, and caused "Red" to fall right back to his headquarters at Farnham Royal. In doing this he lost all his force (put out of action by the umpires) except ten or twenty men and the machine gun, which took up a position in Farnham Royal, and held off "Blue's" attack for some time. Eventually, however, "Blue's" forces surrounded the place and caused 'Cease Fire' to be sounded. At the "pow-wow" which followed, Colonel Dawson, after hearing the reports of the umpires and explanations from the O. C.'s each side, held that "Blue" had achieved his object in preventing the removal of the stores, but that he had suffered somewhat in his attack on Farnham Royal. "Red," on the other hand, was held to have retired too hastily from Iver, and also not to have covered with patrols the whole of his front. Cease fire finally sounded for the day at 4.30, when both sides went into quarters.

Reveille was at 6 a. m. on Saturday, and after an early breakfast the whole force started off to carry out the following general idea:

"A force, 'Blue,' is retiring and entraining its stores and troops at Ascot. To cover this operation, 'Blue' throws out a defensive screen to keep off 'Red,' who takes up the pursuit as an advanced guard from Reading."

The boundaries were:

North.—Maidenhead, Windsor Road.

South.—Railway line from near Wokingham to Sunning Hill.

West.—Wokingham-Twyford Road through Hurst.

No man of either was to cross the main G. W. R., Twyford to Maidenhead, before 10.30, and no man of "Red" was to enter the operations otherwise than between the north boundary and Twyford Station.

The "Blue" force was made up the same as on Friday, with the addition of the 19th Middlesex and the 26th Middlesex machine gun section, and was commanded by Cap-

tain Stenning. "Red's" cyclists were ordered to take up the pursuit, and if the O. C. "Red" force could get half his force inside a two miles radius from Ascot Station within the above boundaries he was to be considered to have succeeded. "Blue's" first line was through Hurst (on his left), Waltham St. Lawrence, White Waltham, Ockwells, Cox Green, Holyport, to Bray Wick. If driven in "Blue" was to fall back gradually to a line Bull Brook, Winkfield to Woodside.

"Red" first made an attempt to get through the screen near Fifield, but No. 2 Company and the machine gun successfully held him. He had at the same time made a strong attack at White Waltham, but here he was opposed by No. 1 Company, which gradually retired. "Red" then went back to Bray Wick and ordered a concentration to his right on Bracknell to take place at 12.30. This dispatch, however, fell into "Blue's" hands, but, although the man carrying it was captured, one of the many officers umpiring let him go without any restriction, and so completely nullified the effect of the capture. Unfortunately, O. C. "Blue" force was not told that the dispatch rider had been released. This incident greatly upset "Blue's" plan, as "Red" did not carry out the intended concentration, but again made an attack south of Fifield, finally coming round to Winkfield, where a concentration was effected of the whole of "Red." "Blue's" line was here very weak, No. 4 Company having failed to keep touch between Newell Green and Winkfield, and No. 3 Company, which was at Bray Wick, not having fallen back. Further disaster befell "Blue," as in defending Winkfield against a very strong attack it lost another half company of No. 1, captured. "Red" made his final attack near Winkfield Place, where the machine gun section, 26th Middlesex, had taken up a very good position and was well supported. But the gun, which was of so much tactical value to "Red" on Friday, now that it appeared on "Blue's" side, was considered practically worthless by "Red's" umpires, and "Blue" was held (although completely under cover and with a splendid field of fire up a straight road) to have failed to keep back the body of "Red's" force, some sixty or seventy strong, who advanced mounted on their machines to within three hundred yards of the gun.

Further than this, "Red's" retreat was completely cut off by more than half of No. 2 Company, who captured some of "Red's" machines which had been left behind. "Cease fire" had to be sounded at this point, and it was a great pity that the chief umpire, who had been all over the line on his motor car, had to make his decision when he came up from reports of officers who apparently had no practical experience of the effects of machine gun fire.

Colonel Dawson held the usual "pow-wow," and his decision was that "Red" had accomplished its object, owing to the fact that two of the "Blue's" companies had been practically useless for the greater part of the day, and, therefore, "Blue" had been beaten by weight of numbers. Both forces returned

to quarters, rain, which had threatened in the early part of the day, having held off.

On Easter Sunday, April 12, the whole provisional battalion paraded in the quadrangle of Eton College under Major C. E. Liles, the Berks, and Bucks, men riding over from their quarters at Slough. The officers and men marched to divine service in Eton College Chapel, conducted by the Rev. C. L. McDowall, and assisted by the choirmaster, Dr. Lloyd, and choristers. After service Colonel Vesey Dawson, who attended the parade, inspected the quarters of the men at the Queen's Schools, and expressed himself satisfied at the orderly and clean appearance of the rooms. The 26th Middlesex were put through judging distance practice in the playing fields up till dinner hour. After dinner the college buildings were thrown open to the officers, non-commissioned officers and men, and at 2.30 the non-commissioned officers and men fell in to march to Windsor Castle, where special permission had been given them to view the state apartments and other objects of interest. A large number availed themselves of this privilege. The party was received by Lord Esher, the deputy lieutenant, and conducted over the castle by the officials.

On Monday reveille was at 5.45 a. m., and fatigue parade for cleaning up was the order. Kits, etc., were packed at 6.30 a. m., and at 9 a. m., after a good breakfast, the force paraded to fight the third and final round of the operations. The scheme set was: A force (Blue) had its main body on Fulmer Common, and its cyclists were ordered to cover it to the west with a screen, so that it should not be disturbed. A force (Red) whose headquarters were at Taplow was endeavoring to locate Blue, and its cyclists were ordered to move east, ascertain Blue's position, strength, and locate his main body. Red consisted of the Berks, and Bucks, men, commanded by Captain Wethered, 1st Bucks, V. R. C. Blue comprised the remainder of the force, and this body was commanded by Captain H. A. Stenning (26th Middlesex V. R. C.). Colonel Vesey Dawson again acted as chief umpire.

"Blue's" defensive screen was formed along the Slough-Beaconsfield Road, the 2nd V. B. Beds., 12th Middlesex V. R. C., 19th Middlesex and 2nd (South) Middlesex V. R. C. forming the right from Beaconsfield to south of Farnham Common. The 26th Middlesex were on the left of Farnham Common to south of Farnham Royal. Captain Stenning had his headquarters at Bell's Hill, near Westend.

Operations commenced at 10.30, and about eleven reports came in from "Blue's" patrols that the enemy had been seen on the left near East Burnham and on the right north of Littleworth Common. "Red" developed his attack principally near Stoke Common and Westend, but was unable to do much, as "Blue's" commander was well served as to "Red" and enabled Captain Stenning to concentrate his force and to beat off "Red's" attacks. Cease fire sounded at 1.30 p. m., and at the "pow-wow" Colonel Dawson held

that "Red" had failed to locate "Blue" or to obtain any information of value.

Colonel Dawson complimented all present on the manoeuvres and on the work done, saying he was much impressed at the ease with which the cyclists were moved from point to point, their great mobility, and the intelligence shown by all ranks. The force then broke up, each detachment returning home under its own officer.

Thus ended one of the most successful trainings at East the 26th have ever had. Of course, the authorities at the War Office in no way assisted those who gave up their four days' holiday, and the whole of the expense was borne by the officers, N. C. O.'s, and men themselves. The authorities at the Windsor barracks provided the blankets.

Owing to the success attained by the motor cyclists in scouting and dispatch work, Major Liles is desirous of at once raising in the 26th Middlesex (Cyclists') V. R. C. a motor cyclists' section. Very favorable terms are offered to those who enroll themselves.

Advocates Universal Brake Law.

A universal brake law for British cyclists is advocated by the Scottish Cyclist in a leading editorial. "Averse as we have always been to enlisting the aid of legislation to correct our cycling errors, we must say that we feel almost inclined to urge that the time has now arrived when a law should be passed preventing the use on a public highway of a cycle not properly braked," it says. "That we should use the expression 'has now arrived' may perhaps cause some comment, for the danger from brakeless or inefficiently braked cycles was as great twenty years ago as it is to-day. But twenty or even ten years ago we hadn't really been provided with an efficient brake, or at least one which was efficient in the hands of every user."

Effect of Excessive Perspiration.

Excessive perspiration, as a result of severe exertion, has a bad effect upon the constitution, which, in the case of men unaccustomed to hard physical work, will, in the end, often break down under the protracted strain to which they are subjected. Attempts are constantly being made by ordinary riders, without adequate preparation, to emulate the feats of trained athletes. They try to cover long distances against time, without taking the precaution of gradually leading up by a long course of steady practice and a proper diet. The result is often very disastrous to those trying such foolhardy experiments.

Held Wind for Three Years.

Who can match this? An old geared ordinary that had been unused for three years was brought out by an English rider and its tire found to be fully inflated and in good condition. It was a Boothroyd single tube tire, which antedates all existing tires except the Tillinghast, the present wired Dunlop not having been brought out until later.

Epidemic of Century Runs.

Century riding is this year flourishing surprisingly about New York, and as it is only enthusiasts who care to go out and cover 100 miles on schedule time, the number of centuries being held and arranged is an encouraging sign of the existence of abundant enthusiasm. Since the beginning of April the New York division of the Century Road Club of America has been holding successful century rides on Long Island every Sunday. These were what are known as "informal" runs, with no entry fee charged, but with handsome prizes and souvenirs offered.

On Sunday, May 10, the annual spring century of the C. R. C. of America, for which each year extra fine prizes are offered, will be run on Long Island, and there will be a special list of ten prizes for the first ten to finish in a race home from the dinner stop at Hicksville, thirty-eight miles out. There is also a prize for the club having the greatest number of survivors. On the same date the Bay View Wheelmen, of Newark, the largest cycling club near New York, will have a century run over a New Jersey course. On May 17 the Century Road Club Association will have its annual spring century on Long Island, with a race home for special prizes from Valley Stream, fifteen miles out. The same day the Stuyvesant Wheelmen will hold a century run, with a race home, for the fast bunch. On May 24 the Prospect Wheelmen have a century scheduled, and the Bay View Wheelmen have another for June 7.

The first motor bicycle run of the season occurs on Saturday, May 10, under the auspices of the Alpha Motor Cycle Club, of Brooklyn. It will be run over a Long Island course, probably under a six-hour schedule, with a time limit of seven hours.

Must Carry Motorcycles Free.

Motor bicycles are henceforth to be transported over German railways as baggage. In some of the States these motors come in the "express goods" category, but only under the condition that the gasoline tank is empty. In the event of tanks being shipped which do contain fuel, the sender is subjected to a fine.

Millionaire Frick's Son's Purchase.

E. J. Willis this week sold an Orient motor bicycle to Charles Frick, son of H. C. Frick, the Pittsburg coke and steel magnate. Young Frick was in New York on a visit when the desire seized him, and bought not only the motor bicycle, but a trailer and everything else that comprises a complete motorcycling outfit.

200 Motorcyclists as Patrols.

Two hundred motor bicyclists have volunteered their services as umpires for the International Automobile Cup race in Ireland on July 2. The course is about 125 miles in length, and is to be covered three times, and it is this course that the umpires will patrol.

On June 1st, next
there will make its appearance

THE MOTORCYCLE MAGAZINE

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THE GOODMAN COMPANY,

154 Nassau St., New York.

THE "GOOD FELLOW"

Why the Effort to be of That Class Serves no Purposeful End.

Any sensible young man ought to know that he can't be up late nights abusing his stomach and be in full possession of his faculties for business the next day. And he ought to know, also, that a man must be clearheaded and in full possession of his faculties to hold his own in the keen competition of life. Your "good fellow" is popular for the time being, but when his money is gone and he has lost his job and is on his uppers the "good fellow" business doesn't get him anything. It's "poor fellow" then. Another good man gone wrong, and "the boys" are ready to hail another "good fellow" who has the price.

We don't mean by this to say that "the boys" are mercenary. They don't altogether pass up a "good fellow" when he goes broke, but it isn't the same. They say he hit the booze too hard and couldn't stand the pace. They feel sorry for him, but he is out of it. His good fellowship doesn't excuse him even in the eyes of his friends for having thrown away his opportunity.

The young man who gets the sleep his system needs, is temperate in his habits, lives within his means and shows up for work in the morning with a clear eye and an active brain—that's the man business men are looking for. They want employes whom they can trust. Having worked hard and laid by a competence, they want to throw some of the burdens off, and they won't throw them off on the employe who is too much of a "good fellow."

Cut it out, boys. There is nothing in it. There's a whole lot of nonsense in that "good fellow" business. You can't fool the public very long by living beyond your means and keeping up appearances. There must be a showdown some time or other, and that means a loss of self-respect and many bitter experiences. All men will think more of you if you hold yourself in and don't try to live a wine existence on a beer income.

Many a bright and promising business man has failed because he tried to travel in too swift a class, whereas, had he lived within his means, he might have become a highly successful merchant.

The world doesn't give up its treasures easily. It isn't in the cards for all of us to be millionaires, and mighty few of the "good fellows" get into that class. It's better to earn your way first and go hunting for good times when you have reached the point where you can spare both the time and the money. Then, possibly, you'll have more sense and have a different notion about what a good time is, says the Toledo Bee.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

Truce Ends Fat Pickings.

The two Parisian tracks which have for years been at war have agreed in the future to work in harmony, and no fancy prices will be paid to foreign riders. Frank Kramer, when he refused an offer of \$4,000 this spring, received his last liberal offer of that sort, in all probability. One track, the Buffalo, is run by Le Velo; the other, the Parc Des Princes, by M. Les Granges, of Le Auto. Hitherto they have bid against each other.

Michael has Another Fall.

While Jimmy Michael was training on the track at Friedenau on April 23 a tire on his wheel burst and he was thrown head first to the track. When picked up he was unconscious and blood was flowing from his ears. It was thought at first that his skull was fractured and that he was fatally injured, but later it was announced by the physicians that such was not the case and that he would recover rapidly.

Opening Manhattan Beach.

To-morrow, Sunday, the track at Manhattan Beach will open for training purposes. The seaside course has been leased for the season by Powers & Kennedy, and the plans call for races there almost every Saturday, which will be greater activity there than has been seen for several seasons. The track is in both the grand and paced circuits of the N. C. A. The first meet will be held the last of May.

Taylor Leaves Australia.

Conflicting reports come from Australia regarding "Major" Taylor's movements. He has left the Antipodes, and one statement is to the effect that he sailed for Japan at the end of March. Another, and the more probable, gives his destination as France, and it is expected that he will stay several months in that country, doing most of his racing at Paris.

Another Nelson in the Field.

Emil Nelson, a young brother of Joe Nelson, now 16 years of age, is to start back of pace this spring under the same management as Joe. Emil is of the size that Joe was two years ago—5 feet—and is as light as Joe was—100—pounds—but has the true grit and determination.

Reports Were Premature.

Reports of a big combined bicycle, motorcycle and automobile meet on the Empire City track at Yonkers, N. Y., on Decoration Day, were premature. The affair is in prospect, but is still hanging fire.

Cruelty to Butler.

Bobby Walthour defeated Nat Butler in two straight five-mile heats at Atlanta on Tuesday night. The times were 7.23 1-5 and 7.31 3-5.

MAGNIFIED TROUBLE

Why Men are Prone to Imagine Motorcycles More Difficult Than is True.

"Have you noticed how the use of motor bicycles appeals most to men with mechanical aptitude—men who are either engaged in some branch of engineering or mechanical professions or who have a liking for such work?" asked a close observer.

"Such is the case, as a little investigation will convince any one. The average person is afraid of the motor—afraid of his ability to put it to rights when it goes wrong, that is. And as there is an idea that it goes wrong pretty often, most of them are inclined to go slow in the matter.

"The ordinary cyclist looks at it this way: With his pedal driven machine he is free from all care. It is always available, ready to go one mile or one hundred, without expense, care or liability to give trouble. There are no gasoline tank and lubricating devices to fill; no dirt, no heavy, bulky machine to handle; nothing to worry about or keep one's attention on. You have got to push it, to be sure. But there is nothing new in that; you have been doing it for years, and there is no particular reason why you should tire of the work suddenly. And with this he is apt to shrug his shoulders and wait a while longer.

"But it will work out all right—has begun to do so already. You will recall that the same kind of talk was heard about the pneumatic tire when it came in. It was never ready when it was wanted, some riders declared. If it did not have a puncture it needed inflating. Why, I remember that people used to declare in all seriousness that the cushion tire would come in again—just because it did not require any air.

"It will be the same way with the motor bicycle. Riders will learn that it is not such a fearsome thing after all. Its complication will disappear when a person becomes accustomed to using it, and its liability to give trouble will steadily diminish as it is more and more used and methods of construction improve."

Violating the Road Rules.

Old riders know, if they don't always observe, the rules of the road. Keep to the right is the injunction that has been given them until it has become second nature to follow it. But the new riders—there are some of them abroad—have not been so well trained. They frequently wander over on to the wrong side, and as they get flustered easily the chances of accident are greatly increased. The best way is to give them as wide a berth as possible, always keeping a good lookout for them.

If you have not yet received a copy of The Bicycling World's twenty-fifth anniversary number it is not yet too late.

MINNESOTA ON MOTORCYCLES

Enacts Law Liberal in Some Respects but not Without Objectionable Features.

Minnesota has taken its place in line with New Jersey and Massachusetts in categorically bracketing motor cycles and motor cars, and although the limit of speed, twenty-five miles per hour, is more than liberal, the licensing and tagging feature is objectionable, and, like all other such requirements, is believed to be unconstitutional. The law, in full, is as follows:

Section 1. No person, driver or operator in charge of any automobile, motor vehicle or motor cycle on any public road, highway or street within the State shall drive, operate, move, or permit the same to be driven, operated or moved at a rate of speed faster than eight (8) miles per hour within the thickly settled or business portion of any city or village within this State, nor outside of such thickly settled or business portion of any city or village on any public road, highway or street at a rate of speed faster than twenty-five (25) miles per hour; nor over any crossing or crosswalk within the limits of any city or village at a rate faster than four (4) miles per hour, when any person is upon the same.

Sec. 2. The driver or operator in charge of any automobile, motor vehicle or motor cycle on any public road, highway or street within this State, when signalled by the driver of any vehicle propelled by horses, shall stop said automobile, motor vehicle, until the other vehicle has passed.

Sec. 3. Every automobile, motor vehicle or motor cycle, when driven on any public road, highway or street within this State shall, during the hours of darkness, have fixed upon some conspicuous part thereof at least one lighted lamp suitable for the use of said automobile, motor vehicle or motor cycle, respectively.

Sec. 4. Every automobile, motor vehicle or motor cycle using gasoline as motive power shall use the "muffler," so called, and the same shall not be cut out or disconnected within the limits of any city or village within this State. Every automobile, motor vehicle or motor cycle shall be provided with a bell or horn, which shall be rung or blown whenever there is danger of collision or accident. The driver or operator of every automobile, motor vehicle or motor cycle shall be governed by the usual law of the road by turning to the right in meeting vehicles, teams and persons moving or headed in an opposite direction, and by turning to the left in passing vehicles, teams and persons moving or headed in the same direction.

Sec. 5. Before any automobile, motor vehicle or motor cycle shall be driven or operated upon any public road, highway or street within this State the owner thereof shall take out a license for said automobile, motor vehicle or motor cycle, which said license shall be issued by any State boiler inspector in the county where such automobile, motor vehicle or motor cycle is owned. Any person obtaining such license shall pay for the same the sum of two dollars (\$2.00) to said boiler inspector, who shall issue such license and shall record each license issued by number in consecutive order. The number of each license shall be painted in plain figures upon the back part of each machine in a conspicuous place, and said figures shall not be less than four and one-half (4½) inches high and of proportionate width.

Provided, however, that nothing in this section contained shall be construed to refer to any driver or operator of any automobile, motor vehicle or motor cycle licensed by any municipality in this State, nor to any automobile, motor vehicle or motor cycle, the numbering of which is provided for by any such municipality.

Sec. 6. Any boiler inspector issuing a license shall keep a correct record of all licenses issued in a book to be kept for that purpose.

He shall make a correct report to the county treasurer of the county in which he resides at the end of each month of all licenses issued during the month, if any, together with one-half of all fees collected, and shall turn over to such county treasurer one-half of all such fees; the other one-half of the fees so collected he shall be allowed to retain for his services for issuing such licenses.

Sec. 7. Any person violating any of the provisions of this act is guilty of a misdemeanor.

Sec. 8. This act shall take effect and be in force from and after its passage.

Notable Absence of Spoke Breakage.

"It's a pretty broad assertion, I know, but it is a fact that in the three years we have been using this particular method of spoking there has not been a single case of a breakage that was not traceable to a collision or similar accident," said a New York dealer to *The Bicycling World* man a few days ago, indicating a machine fitted with ball ended spokes.

"Such had been my impression for some time, as a breakage has never come under my own notice," he continued. "But just to test the matter I went down into the shop the other day and instituted a few inquiries. The replies confirmed my belief. Neither the foreman nor any of the men knew of any such breakage. They said that they, too, had been impressed with the freedom from mishaps in the case of these spokes, and this had caused them to watch the matter closely. They were positive, they said, that the spokes were proof against everything except accidents."

Collett Sails for France.

Tuesday, on the first eastward voyage of the new steamship *Kaiser Wilhelm II.*, George Collett, the New Haven rider, sailed to fulfill a contract he has made to ride in Paris. Under his agreement Collett is to appear in at least five races between May 20 and June 28. He will return to compete in the grand circuit as soon as his engagement abroad is ended.

Gasolene is lighter than water, being in the neighborhood of seven-tenths of its weight, although this depends considerably upon the grade of gasolene. The standard has a specific gravity of 68.

In the games of the Xavier A. A., at the Eighth Regiment (N. Y.) Armory, on last Saturday night, a new record for the floor was made by George G. Cameron, of Company K, who won the two-mile race in 4.59 4-5.

SPEED HARD TO ESTIMATE

Horses' Pace Easiest Calculated but Other Speeds are Often Deceptive and Why.

"To accurately calculate the speed of any fast moving object requires much experience with the particular object," says the Irish Cyclist. "Most people can fairly guess the speed of horses, because the beat of the hoofs is a very familiar sound. If a wheel can be observed belonging to some part of the mechanism, its rate of revolution may after a time be used to gauge the speed of other parts in connection therewith, though where gearing is employed it is very difficult to reckon up speed thereby with any degree of accuracy.

"Much more difficult becomes the task when the wheels of a locomotive, etc., are concealed, and when the only rhythmic sound that bears on the speed is the beat of the engine. When the motor is small the impulses are very rapid, often running up to over one thousand a minute. A large engine giving similar speed at the road wheels would have a much slower beat. In one case a man would place the speed at too high a figure, being confused by the rapid beats; in the other he might set it at too low an estimate. Hence a motor bicycle is invariably judged to be travelling faster than it really is. But in the case of fast travelling motor cars the noise of the engine is often drowned by other confusing sounds from the chains, etc., and the onward rush of the car produces a terrifying effect on the observer which leads him into another error when computing the speed.

"Apart from all this, the ordinary public are quite incapable of giving speed in accurate figures. They usually know if a vehicle is travelling fast or slow; but to tell a speed of twenty from twenty-five miles an hour; or thirty from forty, or forty from fifty—it is quite beyond them. Accurate timing is the only reliable way to judge motor speed, and this is a delicate work, requiring the services of two experts having special watches. With really high speeds even the best human timekeeper is not absolutely reliable, and in many cases automatic timing arrangements are now used."

Odd Cause of Knocking.

A motor bicyclist who was bothered by a most annoying knocking and apparently unlocatable noise traced it to a rarely suspected cause. An inspection of the dissected motor revealed nothing beyond perfect workmanship in every part, and yet when again tried the noise was no less. Finally it was found that it was caused by the exhaust cam being shaped for too sudden a drop after completion of the exhaust stroke, and on softening the cam and blunting that portion of same with a few strokes of the file the noise disappeared.

Fisk Tires and Their Making.

No one can visit the factory of the Fisk Rubber Co., of Chicopee Falls, these days and not come away with a higher appreciation of Fisk tires and of the company whose name they bear.

Every one knows Fisk tires; not every one knows, though, that the picturesquely situated plant is running night and day and even then is unable to keep pace with the flood of orders that are pouring in from all over the country. Nor does every one know the work done to bring about this prosperous condition of affairs nor of the infinite pains taken to maintain it.

Fisk tires are a triumph of the quality policy, pure and simple.

From the very beginning the company started out to make good tires only, and have never varied an iota from this decision. But it is one thing to make good tires, another to sell them, especially when there are other good tires in the field, some with long-established and costly obtained reputations. But the Fisk company were intelligently persistent, and the stone of opposition was gradually worn away. To-day Fisk tires are considered in all big contracts placed and used by most of the high-grade makers of bicycles, automobiles and carriages.

In a trip a Bicycling World man made through the factory last week every operation from the compounding in the gigantic mills, which relentlessly grind up and mix great masses of rubber with the other necessary ingredients, to where the finished tires are left to bloom, was of absorbing interest.

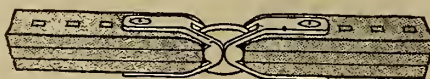
Everywhere the same care was apparent; everywhere every one seemed to be aiming at the common object of doing everything perfect; everywhere the same highly developed system impressed itself so that the sum total of the visitor's impression was as at first stated, a higher appreciation of what it means to make good tires—Fisk tires especially.

Another thing: Not only does seeing how

tires are made make one cease to wonder at their cost, but to marvel that their price is as low as it is. Crude rubber ranges from 80 cents to \$1.20 per pound, so that, based on the weight of the tire, there seems little enough left to pay the manufacturer. But skilful compounding, modern methods of manufacturing and selling do wonders, and the Fisk people perform their full share of the wonder-working.

Fastener for V Belts.

While possessing certain advantages, the V shaped belt is not capable of such easy repair as the flat type. To facilitate mat-



ters the fastener shown by accompanying illustration has made its appearance abroad and is said to serve admirably. It consists of two steel clips bridged by a steel pivoted link, the clips attaching to the ends of the belt by bolts.

The Retail Record.

Canton, Me.—F. J. Larraty reopens.
Glenville, Ohio—A. Clucas, new store.
Allenton, R. I.—George Greer, new shop.
Killsdale, Mich.—M. G. Wood, new shop.
Rochester, N. Y.—J. Harry Sager, selling out.
Forest Hills, Mass.—Charles Coombs, new store.
Millbury, Mass.—John Lindsay, removed to Cherry street.
Waterford, N. Y.—John J. Duffy, removed to Broad street and East Third.

Very high frames appear odd now. It is seldom that anything over 24 or 25 inches is turned out of the factories, whereas a few years ago 26's were common, and 27's and 28's were by no means unusual. Some riders even had 30's and 32's built to order and were very proud of them.

Purchaser Saw the Point.

There's force in plain speaking, and it frequently meets peculiar situations as nothing else will. In a conversation with that well known metropolitan dealer Elliott Mason, a short time ago, this was brought out prominently.

"A customer was looking at a machine I was trying to sell him," he said, "and I finally directed his attention to the new spindle front hub, with its ball ended spokes, used on this year's Columbia. It made a very effective combination, I thought. 'But why do you use a small hub, instead of the barrel pattern that is on my old wheel?' he asked. 'For the same reason that Knox changes the shape of his hats every season—to make you buy a new one,' I replied. 'To make your present machine look old fashioned, and to tell people that this is a new model. What will it be next? Really, I can't say. It may be big hubs again some day, when everybody has got used to these.'

"The reason seemed to be a good one in his opinion, for he left his order for a new machine. I think he saw the point, too."

Pranks of Kansas Weather.

Anything but springlike weather was apportioned to Schollenberger Bros, Wichita, Kan., recently when the day set for their formal opening arrived. First it rained and then it hailed, while a young cyclone accompanied both sorts of weather, making thoughts of cycling about as appropriate as they would have been in January. In spite of this handicap the pushing firm went ahead and were rewarded by the appearance of enough people to keep the store well filled. Half a dozen bicycles were disposed of, an exceedingly good showing under the circumstances.

On Easter Sunday and the three days preceding it 3,150 bicycles were handled by one London railway company.

**Bicycle Tires.
Automobile Tires.**

Mechanical Rubber Goods.

**Pneumatic Carriage Tires.
Solid Vehicle Tires.**



The Tires That Never Wear Out.

A few choice facts and some interesting figures for the asking.

INTERNATIONAL AUTOMOBILE & VEHICLE TIRE COMPANY,

Main Offices and Factory: MILLTOWN, N. J.

If
You Are
Interested
in
Automobiles

**The MOTOR
WORLD** Dedicated to the
Automobile
& Kindred
Interests

WILL SURELY
INTEREST YOU.

It is published for the information
of the average mortal; no dic-
tionary of mechanical
terms is needed to
understand it.

PUBLISHED EVERY THURSDAY
AT 123-125 TRIBUNE BUILDING,
NEW YORK CITY.

\$2.00 PER YEAR.
10 CENTS PER COPY.

SAMPLE COPY ON APPLICATION.

Beautiful Rain!

(Said to have been written for the benefit of
the cycle trade.)

You have read of the man who long, long ago
Wrote of the beautiful, beautiful snow—
How she came from above on her journey
below
And sifted and drifted and blew to and fro.
He lied like a trooper and gave me a pain;
But now I shall write of the beautiful rain;
O, the rain, pleasant rain, how the mam-
moth drops bound
And mall on us, fall on us, all the year
round.

It rains in the night time; it rains all the
day—
It rains in September and April and May,
It rains in the Harbor and rains on the
Sound—
In fact, it keeps raining the blessed year
round.
When you go to a doctor to cure your pain
He says, "It's too dry, we are needing more
rain."
And it doesn't take much for a poet to
rhyme,
With the sweet, gentle showers we have all
the time.

When the sunshine comes out for one blessed
day,
Or the moon in the night throws its rays on
the bay,
Or the stars twinkling down with their
sparkling chain,
It causes the natives to pray for more rain.
They can't stand it here if they ever get dry;
Like a fish out of water they'll famish and
die.
And if it don't rain they will all linger near
To a beautiful, cooling, sweet schooner of
beer.

Rain? Why, it rains with the essence of
ease,
Gentle as spray from the foam covered seas.
Living goes up and the water comes down
And floods every alley and street in the
town.
I have been a good Baptist for many a day,
And I never liked sprinkling with fingers
or spray;
But if Peter was here with his converted
horde,
It wouldn't take long for them all to be
poured.

Rain? Well, I guess we've enough of it
here—
From Quinault to Queets, from the Sound to
Rainier,
Where it ceases to fall like it does here be-
low
But turns into petals of "Beautiful Snow."
Our first rain commenced on the season
when Gray
Anchored his boat at the mouth of the bay;
And it never has ceased, so the natives ex-
plain,
To fall on that day; O! the beautiful rain.

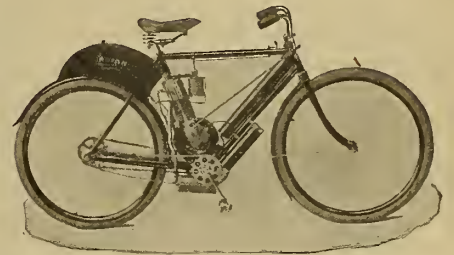
Rain? If Old Noah was living to-day
He would call on the folks of the harbor
to pray
And commence him an ark something like
that
Which he used as a dwelling on Mount
Ararat.
It rains when we wake, it rains when we
dream,
The water comes down in a beautiful stream
Till I feel like a clam; and I cannot explain
How fondly I cherish this beautiful rain.

—(Webfoot.

Looks are Deceitful

This applies to motor bicycles that may
resemble the Indian, and that are offered
as "just as good as the Indian."

But There is No Motor Bicycle As Good as the INDIAN



and we are prepared to prove it at
any time.

You can tell the "real thing" from the
"just as goods" by the motor.

THE NAME

HEDSTROM

is on all Indian motors and Mr. Hedstrom
himself superintends, inspects, tests and
puts the finishing touches on all Indians
before they are shipped. There's only
one Hedstrom.

We are quite certain our printed
matter will interest you.

HENDEE MFG. CO.,
Springfield, Mass.



We conceived the Idea of Spring Seat Post.
Made one.
It was pretty good.
Didn't satisfy us, though.
Tried again.
Better results.
Combined thoughts and efforts.
Results:

Smith's Two-Roller Spring Seat Post.

Satisfactory.
Try one and be convinced.
One sells hundreds—
Our Riders know why.

D. P. HARRIS, 48 Warren St., New York,
Eastern Agent.

JOS. N. SMITH & CO., Detroit, Mich.

See roller bearings!
THREE MARKS REGISTERED.
PAT. JUNE 6-99.

The best Motor Cycle on the market for everyday use.



The 1903 Model.

The design and the material in this machine make it reliable.

AGENTS ARE PROTECTED IN EXCLUSIVE TERRITORIES.

THE MERKEL MFG. CO., Milwaukee, Wisconsin.

Mention BICYCLING WORLD.

We're forced to build the best bicycles possible.

Rochester is recognized as one of the wheeling centers of the country
and a large riding public is naturally a critical buying public.

MORE THAN HALF OUR OUTPUT IS ABSORBED AT HOME.

The other half is distributed among a few wise dealers who recognize
a good thing and stay with us year after year.

Do YOU wish to be one of them?

APEX WHEEL CO., Rochester, N.Y.

"The A.B.C. of Electricity"

will help you understand many
things about motors which may
now seem hard of understanding.

108 Pages. 50 Cents Per Copy.

THE GOODMAN COMPANY,
124 TRIBUNE BUILDING, NEW YORK.



Mr. Dealer:—

Place five or ten

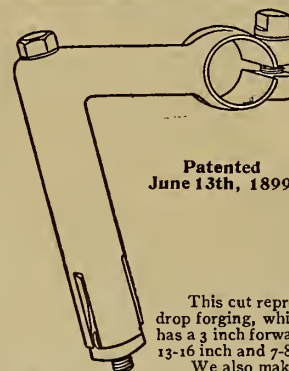
BERKEY SPRING SEAT POSTS

under your rider friends
for a few days' trial. Every
trial means a sale, every
sale a profit to you and a
satisfied customer.

Try it, the shot's worth
the ammunition.

Every Jobber has them,
or write direct.

Berkey Spring Seat Post Co.,
Grand Rapids, Mich., U. S. A.



Patented
June 13th, 1899.

Ideal Handle Bars and Extensions for 1903.

SOMETHING NEW.

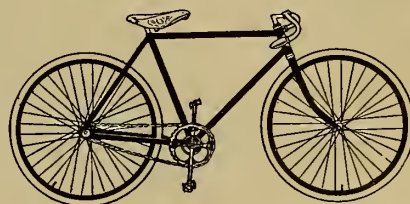
This cut represents our new medium price extension, made of one piece
drop forging, which we sell as cheap as the casting now on the market. It
has a 3 inch forward throw and 3 1-2 inch down stem. Made in 3-4 inch,
13-16 inch and 7-8 inch diameter.

We also make a medium price bar top out of laminated tube, which looks
as good and is as strong as the seamless; with grips on you cannot tell them apart. We make
them in all our shapes. Send for circular and prices of these goods, and also samples, and you
will use no other.

SOLE MANUFACTURERS,

IDEAL PLATING CO., 3 Appleton St., Boston, Mass., U.S.A.

HIGH-GRADE BICYCLES.



**The FOWLER,
The MANSON,
The SHERMAN.**

WE MAKE OUR OWN WHEELS

They are known the world over.

They have always given satisfaction.

WE SELL THE BEST BICYCLES THAT RETAIL AT \$25.00.

WE SELL THE BEST BICYCLES THAT RETAIL AT \$35.00.

WE SELL THE BEST BICYCLES THAT RETAIL AT \$50.00.

We have always made these three grades and values, and we shall keep on making them.

Our bicycles are unquestioned for durability and for speed qualities.
We have ample capital and increased facilities. New Models for 1903.

Write for Catalogue and apply for Agency NOW.

FOWLER-MANSON-SHERMAN CYCLE MFG. CO.
241-249 South Jefferson Street, CHICAGO, ILL.

Any one, any where,
at any time, can obtain any thing

that they may want in the way of

Bicycles, Tires and Sundries.

and be assured of the right prices,
the right treatment and prompt
shipment.

Boston Cycle & Sundry Co.,

J. M. LINSOTT, Manager,

48 Hanover Street, BOSTON, MASS.

The Week's Exports.

Antwerp—49 cases bicycle material, \$3,117; 17 cases bicycles, \$295.

British Australia—258 cases bicycles and material, \$9,188; 19 cases velocipedes, \$258.

British Possessions in Africa—66 cases bicycles and material, \$1,900; 2 cases velocipedes, \$83.

Bremen—2 cases bicycles, \$50.

British West Indies—8 cases bicycles and material, \$161.

Cuba—1 case bicycle material, \$23.

Christiana—46 cases bicycles, \$1,246.

Dutch East Indies—5 cases bicycles, \$541.

Dutch West Indies—2 cases bicycle material, \$43.

Geneva—2 cases bicycle material, \$92.

Genoa—47 cases bicycle material, \$1,949.

Hull—3 cases bicycle material, \$98.

Havre—19 cases bicycle material, \$896; 120 cases bicycles, \$1,660.

Hamburg—54 cases bicycle material, \$5,897.

London—2 cases bicycles, \$50; 1 case bicycle material, \$88.

Liverpool—10 cases bicycles, \$156; 31 cases bicycle material, \$1,680.

Marseilles—2 cases bicycles, \$160.

Nuremberg—43 cases bicycle material, \$4,675.

Nova Scotia—1 case bicycle material, \$14.

New Zealand—3 cases bicycle material, \$152.

Newfoundland—3 cases bicycle material, \$94.

Plymouth—1 case bicycles, \$25.

Rotterdam—2 cases bicycles, \$90; 51 cases bicycle material, \$1,680.

Stockholm—1 case bicycle material, \$100; 53 cases bicycles, \$1,570.

St. Petersburg—2 cases bicycle material, \$60.

Scorchers are out.

Scorchers are out. It is a good sign of enthusiasm, although the act is reprehensible, that papers in different parts of the country are blossoming out with protests against fast riding. Police warnings to scorchers have been published recently in Syracuse, N. Y.; Milton, Wis., and Denver, Col.

The Week's Patents.

725,691. Bicycle Handle. Louis S. Fletcher, Anaheim, Cal. Filed June 7, 1902. Serial No. 110,656. (No model.)

Claim.—1. In a device for cushioning bicycle handles the combination of two sections or members having a limited pivotal movement arranged to permit an up-and-down movement of the handles, and an approximately circular spring arranged within the sections or members and having its terminals located adjacent to each other and provided with reversely arranged hooks engaging the sections or members, substantially as described.

725,715. Luggage Carrier. Sydney Jacobson, Chicago, Ill. Filed June 16, 1902. Serial No. 111,897. (No model.)

Claim.—A luggage carrier, consisting of wheels mounted on a vertical frame having vertically adjustable fastening straps; a folding adjustable foot having a stationary rod, a sliding block on the rod, two supporting arms pivoted on the block and two braces attached to the arms and stationary rod; substantially as described.

725,843. Bicycle Brush. Wilhelm Henn, Jr., Bretten, Germany. Filed June 10, 1902. Serial No. 111,029. (No model.)

Claim.—In a bicycle brush, two legs provided with bristles and metal forks secured to the lower ends of said legs adapted to ride on the ends of a bicycle hub when in use.

725,924. Bicycle Motor Tender. Warren J. Belcher, Hartford, Conn., assignor of one-half to Dean E. Belcher, Hartford, Conn. Filed April 17, 1902. Serial No. 103,267. (No model.)

Claim.—1. In a motor velocipede, the combination with a velocipede having its own running gear, of a motor; a tender carriage therefor having its own running gear; and resilient connecting means, normally constituted for disconnection, attached to the tender carriage and to the velocipede.

No Funnel Needed.

On one of the foreign motor bicycles there is a trifling little detail that it is worth imitating. The top of the inlet to the gasoline tank is fitted with a dished circular washer, thus enabling the rider to pour the spirit into the tank by means of a jug or from the ordinary tin, without having resource to a funnel.

No Bicycle

IS OF THE

HIGHEST GRADE

WITHOUT THE

**Cushion
Frame.****IF YOU
DOUBT IT**

try one and the word
"high-grade" will
thereafter have a
new meaning
for you.

HYGIENIC WHEEL COMPANY,OWNERS OF
CUSHION FRAME PATENTS**220 Broadway, NEW YORK.**

Home Office, Philadelphia.

Schrader Universal Valve.

(Trade Mark, registered April 30, 1895.)

NOTICE.

Manufacturers of Bicycles, Jobbers and
Dealers:

In order to facilitate the
obtaining of

**PARTS of the
Schrader Universal Valve,**

I have concluded to sell
parts only to the general
trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all the makers,
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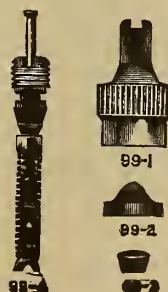
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Enclosed find \$2.00 for which enter my subscription
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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, May 9, 1903.

No. 6

GLOVER IS PRESIDENT

Heads New Corbin Corporation Which Means More Force in Coaster-Brake Trade.

The organization of the new Corbin Screw Corporation, the \$400,000 company the incorporation of which was published last week, was completed on Saturday last. At the offices in New Britain, Conn., the following officers and directors were then elected: President, Charles Glover; vice-president, Clarence A. Earle; secretary and treasurer, Theodore E. Smith; assistant secretary, W. J. Surre; directors, Charles Glover, Philip Corbin, C. M. Jarvis, H. S. Hart and Theodore E. Smith. The first five directors will meet this week and choose four more, making a board of nine.

The new company takes in the screw business of the American Hardware Corporation, which is now conducted under the head of the P. & F. Corbin Co. and the Russell & Erwin Co. The latter branch has two factories, one in this city and one at Dayton, Ohio. The new Corbin Screw Corporation includes the Dayton factory as well as those here. The three factories employ at present about 1,400 hands. About 300 of these are at Dayton, Ohio, and the remainder are about equally divided between the two screw departments here. The capital stock of the company, \$400,000, will be taken out of the capital of the American Hardware Corporation, which is \$5,000,000, and no new stock will be created.

Charles Glover, the president, has been connected with the P. & F. Corbin Co. for twenty-seven years, being at the head of the screw department. The business has grown rapidly under his direction and became a large and important branch of the P. & F. Corbin Co. before its consolidation with Russell & Erwin. Mr. Glover is of fertile ingenuity, and holds many valuable patents, of which those applying to the Corbin Duplex coaster brakes are not the least. He is a quiet, unassuming worker, and one of the most likable of men. He has devoted most of his business life to this business. He was born in Nottingham, England, in

1849. His parents came to this country when he was but one year old, and settled in Enfield. He attended school there. The family moved to Windsor Locks in 1864, and he went to work there. In 1867 he moved to Hartford and entered the employ of the International Screw Co. When that company was bought out by the American Screw Co. he came to New Britain and became identified with the P. & F. Corbin Co.

Clarence A. Earle, the vice-president, is an officer in the Russell & Erwin Mfg. Co. and also the American Hardware Co. He is an energetic young business man, and his ability has been recognized by rapid promotion. Mr. Smith has been a long time connected with the Russell & Erwin Co., holding important positions there. He is also an officer in the American Hardware Co. Mr. Surre, the assistant secretary of the new company, has been for years a travelling salesman for P. & F. Corbin. His headquarters have been in New York. He will hereafter be located in the New Britain office, making only periodical visits to the "big trade." It is due to the efforts of Mr. Glover and Mr. Surre that the Corbin Duplex coaster brake has won its present enviable position, and it is known that included in the policy of the new company is the determination to give that article a freer rein, so to speak, and to push it more aggressively and in a larger way than ever before.

Pope Capital Increased.

The Pope Manufacturing Company having come into the property of the American Bicycle Company has increased its capital stock from \$22,500 to \$22,500,000; the former sum was the merely nominal figure named at the time of incorporation.

There is the provision in the new charter that the holders of two-thirds of the stock of the company and not two-thirds of the actual number of stockholders, may take action at any regular meeting.

Comes From Copenhagen to Buy.

Alex. J. Wedum, representing Simonsen & Nelson, the well known Copenhagen cycle importers, is due in this city early next week. He comes to make purchases for the next season, and will remain in the country about five weeks.

JOBBER'S BIG PROGRAMME

Four Days Meeting at Niagara Falls in Prospect and Far-Reaching Work Outlined.

Quite the most extended and pretentious cycle trade gathering yet undertaken has been outlined for July next by the National Cycle Trade Association—the jobbers' organization.

As planned, it will occur at Niagara Falls and cover a period of four days—July 7-10 and possibly the 11th, and will embrace everything from the purchase of goods and the discipline of offending members to pleasure excursions and general fun-making.

On the 7th there will be a session of the Executive Committee, at which applications for membership will be considered and the reports of the Grievance Committee regarding price-cutting be acted on. On the same date there will also be held a preliminary meeting of the active membership, at which the reports of the officers will be presented and an opportunity offered for suggestions and expressions of opinion.

During the forenoon of the 8th, there will occur an open meeting of both active and associate members and of the manufacturers who may attend. Addresses will be made by prominent members of the trade. In the afternoon excursions in special cars, and at night a smoker are on the cards.

On the 10th and 11th the meeting of the Executive Committee will be resumed, and will be open to members or others by appointment to be arranged through the Assistant Secretary. At this meeting arrangements for buying goods to advantage will be perfected with manufacturers, including in such arrangements the control of selling prices, so as to afford a satisfactory jobbers' profit.

That this will really prove of great moment is evidenced by this word that has gone out: "It is important that manufacturers should come to this meeting prepared to quote 1904 prices, and jobbers ready to place orders, as far as possible."

It is possible that this programme may be

slightly altered, but the general plan outlined will almost certainly be adhered to.

That the jobbers are deeply in earnest and are making great headway is apparent from the number of sundry manufacturers who have been in evidence at the association's office in this city. It is understood that conferences with a number of makers have already been held and that others have been arranged. The bell makers were "up" this week.

How the Dealer Won the Boys.

From abroad comes the story of a shrewd scheme resorted to by a cycle dealer which is said to have brought good returns. Realizing that nearly every day is somebody's "birthday" the dealer advertised in a periodical for boys that he had interesting information for all who gave him the dates of their birth. Great numbers responded and a few days before their respective "birthdays" came around each received a well written letter painting the delights of cycling, and suggesting how most boys are pleased by the gift of bicycles on their birthdas. To all who purchased bicycles of him the dealer offered a bell or a lamp gratuitously. That the resulting clamor had its effect on the youngsters' parents it is easy to believe.

How one Sale Makes Another.

How the motorcycle leaven worketh is instanced in the case of Charles Frick, the Pittsburg millionaire's son. As was stated in the Bicycle World, young Frick bought an Orient of E. J. Willis while in this city last week and had it shipped to Princeton University, where he is a student. On Tuesday another Princetonian, J. H. Reed, walked into Willis's store and with scarcely a word handed over a check for \$250 for an Orient "just like Frick's." With the wedge thus entered into the big college it will be surprising if substantial increase, interest and enthusiasm does not result.

Too Much "Good Will."

After much putting off of the day of reckoning, the stockholders of the Singer Cycle Co. are face to face with the reconstruction that has for years been known to be inevitable. The plan submitted is a drastic one, involving the wiping out of nearly \$3,000,000 worth of securities. This is represented mainly by "goodwill," and it is pointed out that the reduction will reduce the goodwill to "a moderate figure." It may be construed by some as indicating that the English trade is not as healthy as has been made appear.

Keep the Pump in Order.

Always keep the store pump in good order. That is a cardinal principle with wideawake dealers or repairmen. There is nothing more aggravating than to go to inflate a tire and find that the nipple has been mislaid or the pump washer is worn or dry and will not give a good pressure, or that something else is wrong with it that keeps it from doing its work properly.

TRAPPING THE UNWARY

Bicycles Advertised "For Sale" not Always What They Seem—Queer Games Worked.

In the gentle springtime there springeth up in great cities various ways of reaping profits from the bicycle. The greatest and best of all profits is gained by riding one, but sordid minds there are which covet more the lucre that is of honor at the banks and by such there are devised, with ingenuity worthy of much nobler cause, many traps baited with "sacrifice sales" that capture the cash of the unwary.

Behold one of these traps with the spring set in finely furnished apartments in upper New York City, and with baited ends for the nibblers spread out in the advertising columns of the daily papers. The nibbler reads that two splendid new wheels, a drop and a diamond frame, are to be sold at a great sacrifice owing to a sudden change of plans by the owners.

The young man, or young woman, seeking to get "a good wheel cheap" hastens to seize the "opportunity." Two nicely finished wheels, without name plates, are found in the sumptuously appointed rooms, and it is explained that they were built to order by the most expert mechanic in the world, whose work far surpasses that in the product of the most reputable manufacturer. A bill charging more than the highest price in the catalogue of any maker is shown to corroborate this story, and to the unsophisticated the wheels look impressive. To be sure, they have not Hartford tires, nor any others of standard high grade make, but neither have they notoriously cheap tires. They are the "De Luxe Special," or something of that sort, and appear well. Then the story of how the wheels have just been completed, but cannot be used because the physician has forbidden the wife, or sister, to ride, and how the man, unselfish creature, will not ride without her, is told to sobbing accompaniment furnished by the lady in the case, who is present and full of almost hysterical regret at being unable to enjoy her "darling wheel."

If the nibbler at the bait wants to buy only one bicycle either will be, reluctantly sold to him at less than half the money just paid, and as there is a man's and a woman's bicycle side by side, every one can be accommodated.

Such is the story kept on tap for absolute greenhorns who are no judges of bicycles. The machines sold are really "specialty built" articles, made for this sort and other similar swindles. In material and workmanship they are of the trashiest sort of jobbing wheels and will not last in service. The billheads also are especially made for use in the game, and the business is carried on systematically by advertising in different papers and setting different hours for calling, or by having the nibblers write and

make an appointment by mail, so that any number of applicants can be handled separately and several a day accommodated with a "sacrifice sale."

The stories of the sacrifices vary to fit the degree of knowledge revealed by the prospective customer. Sometimes, instead of being "built to order" bicycles, they are regular made, and the reason for selling is a sudden departure for Europe or a death in the family, but always the proper bill of sale is on hand to show that the price paid was much more than that of the "sacrifice" price. The bill of sale and the sobbing refrain of the woman confederate are what win the day, and many a man is by this brace of arguments induced to buy a trashy bicycle at an exorbitant price even when he suspects and half knows that the transaction is one of questionable wisdom.

An average of a couple of sales a day, and in the spring it runs higher, makes the profits of this game amount to a very tidy sum.

Suit Settled out of Court.

The suit of Walter A. Towne against P. A. Williams & Co., Springfield, Mass., has been settled out of court. The action grew out of the failure of a bankrupt Syracuse factory to deliver promptly several thousand jobbing bicycles which had been ordered and which Towne had been engaged to sell. Not having the bicycles Williams & Co. had no need for Towne's services. Towne sued for his salary and in the amicable settlement won his point.

End of Matthews & Willard.

The Matthews & Willard Co., of Waterbury, Conn., which has been in the hands of a receiver, was sold by auction last week to the largest creditor, the Scoville Mfg. Co., \$157,000 being the price paid. Until about two years ago Matthews & Willard cut a considerable figure in the bicycle lamp trade.

Ruling Favorable to Keim.

The Treasury Department has ruled that on the exportation of bicycle pedals manufactured by John R. Keim, of Buffalo, in part from imported steel balls, a drawback may be allowed equal to the duty paid on the balls less the legal deduction of 1 per cent.

Buyer From Philippines Here.

A. T. Hashim, of M. T. Hashim & Co., one of the most responsible houses in Manila, is in the city on purchases intent. His firm was one of the first on the islands to take up bicycles.

Marshall-Wells Adds a Million.

The Marshall-Wells Hardware Company, the big jobbing house of Duluth, Minn., has certified to an increase of capital, under New Jersey laws, of \$1,000,000—from \$2,000,000 to \$3,000,000.

Where Three Brakes are Required.

One of the Paris regulations regarding the use of motorcycles calls for the fitting of two brakes exclusive of the coaster brake.

VAILSBURG DOWN AND OUT

Sunday Racing Given a Body Blow—How the Mayor Played his Part.

What seems to be a fatal blow has been struck and there is no prospect of Sunday races at the famous Vailsburg track this summer.

The question was decided at a meeting of the Vailsburg Common Council held on Wednesday night.

Contrary to expectations, Mayor Maybaum did not have the deciding vote, and consequently was not compelled to show his hand. Some say that he would have opposed the sport and others claim that he might have allowed it, but it probably will never be known, unless the Mayor volunteers the information just how he intended to vote provided there had been a tie, as was the case a month ago, when he reserved his decision. Alderman Froelich was not present at the meeting. He voted for the races at the last meeting. The absence of this alderman gave the opponents of the races a majority of one without calling on the chief executive.

The borough hall was thronged with citizens, including a number of professional bicycle riders and several persons who are interested in the management of the track.

The bicycle question was brought up by the presentation of a petition signed by citizens and members of the Vailsburg Volunteer Fire Department asking that Sunday races be allowed. The Mayor suggested that the new petition be considered in conjunction with the one presented at the last meeting. The question was a very important one, he said, not only to the residents of the borough, but to the people of the county and State, who, he declared, were watching the result. He was of the opinion that a vote should be taken on the proposition.

When the matter was acted upon Aldermen Theberath, Zimmermann and Neuhauss voted in the negative, Alderman Fox in the affirmative and Alderman Welsher refused to vote. The latter stated that it would be well to delay taking a ballot on the subject for a day or two, when Alderman Froelich would be present. Alderman Neuhauss said that Sunday races were illegal, and he did not see how the council could be expected to attempt to legalize holding the sport. Alderman Fox said that he, too, believed in deferring action until Alderman Froelich was present.

Mr. Zimmermann was of the opinion that it was really up to the Mayor to vote on the subject. There had been a tie vote, he said, and he felt justified in asking the chief executive to vote on the matter one way or the other. Finally, when the alderman saw that the Mayor was not going to vote he turned to him and said in a tone of voice loud enough to be heard on the platform: "Is that the way you are going to get out of it?" The Mayor made no reply.

Earl, in the meeting the Mayor suggested

that an effort be made to locate Froelich and bring him to the meeting Mr. Welsher made a motion that a committee of one be appointed to find the absent official. That motion prevailed and the Mayor called upon Chief of Police Hector to go to the absent alderman's house. After a short delay the chief returned and reported that he had tried both the front and back doors, but could get no response and was of the opinion that the alderman was out of town.

At 1:30 o'clock on Thursday morning Froelich alighted from a South Orange avenue trolley car. He was met at South Orange and Munn avenues by a number of persons who favored having the races and they criticised him for not being present at the meeting. They claimed that he left the borough purposely. The alderman denied the allegation and declared that he had business in this city and could not be at the session. The interview between the alderman and the friends of Sunday racing was said to have been interesting.

V-Belt Finding Favor.

E. H. Corson, of Boston, reports that his Kantstretch V-shaped belt is meeting with splendid favor. The Mitchell people, he says, have ordered a number of them for use on their Mile-a-Minute, while the makers of the Hercules two-cylinder motor bicycle have discarded one-inch flat belts for the Kantstretch, stating that the V grips, while the flat belt fails to hold on the powerful machine.

MINNEAPOLIS ORGANIZES

Effort to Bar Them From Cycle Paths Cause Motorcyclists to get Together.

After several efforts the Minneapolis (Minn.) Motor Cycle Club is at last an actuality. It was organized April 30, with these officers: President and captain, C. H. Vanderhoof; vice-president, O. J. Schramm; secretary-treasurer, Frederick Roach. By-laws and other preliminary business will be acted on this week.

During the evening resolutions were adopted asking the City Council to pass an ordinance to conform with the State law passed recently by the Legislature which limits the speed of motor bicycles to eight miles in cities and four miles at crossings, also requiring machines to carry a bell or horn and a lantern at night. Arrangements were also effected to circulate a counter petition to that presented by certain disgruntled bicyclists who would have motorcycles barred from the cycle paths.

Freaks Barred from Hill Climb.

To bar "freaks" and specially built machines of abnormal power, the New York Motor Cycle Club's hill climbing contest on May 30 has limited entries to "regularly catalogued motor bicycles equipped for pedal propulsion." The contest, which occurs on the Riverdale avenue hill, will be started at 10 o'clock a. m.

Tom, Dick and Harry on the Road.



The Tom, Dick and Harry of the cycle trade have uncovered themselves. They met by chance recently in Wells River, Vt., and celebrated the meeting by facing the camera. The result is reproduced herewith. Tom is Thomas P. C. Forbes, representing the War-

wick Cycle & Automobile Co.; Dick (in the centre) is Richard Clunen, of the Hartford Rubber Works Co., and Harry is Harry F. Butler, of the Day Mfg. Co. They are all "knights of the grip," oldtimers and good fellows.

They Last Too Long But Riders Do Not Object.



Lake City, Colo., April 22, 1903.

What prices can you make me on two wheels (Ladies' and Gent's)? Have been riding National six years. None other suits so well for lightness, durability, easy running.

Very truly, J. F. WOOD.

We realize that making bicycles too good makes them last too long (for the manufacturer) but there's pleasure as well as profit in that kind of business. The riders like it because it saves them money in the long run. The dealers like it because it saves them free repairs.

Do you sell them? Many up-to-date dealers do.

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DETROIT,

254 Jefferson St.

SAN FRANCISCO,

114 Second St.

THE BICYCLING WORLD

FOUNDED 1877
and MOTORCYCLE REVIEW

In which is Incorporated
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Published Every Saturday

By

THE GOODMAN COMPANY,

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(154 Nassau Street)

NEW YORK, N. Y.

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Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MAY 9, 1903.

"We were not aware that our subscription to the Bicycling World had expired or we would have long since forwarded the amount, \$3, which we are now sending by postal money order. Please see that we hereafter receive the paper regularly, as we are much annoyed when it fails to arrive."
—(Vanderwieln & Schwiebbe, Antwerp, Belgium.

The Engineer and the Bicycle.

Almost since the time there were bicycles engineers and the pedal driven machines have been at variance. The bicycle put to flight all the fine spun theories about factor of safety, and the refusal of its makers to build it of a massiveness akin to steel bridges and similar weight ignoring structures always set the teeth of the engineers on edge. Repeated prophecies regarding the disasters that would result from such building failed utterly of realization. The bicycles kept on carrying loads many times their own weight and paying no heed to the damning fact that their factor of safety was practically nil.

It is wonderful how theory, even of the most advanced type, has occasionally to give

way to practice. This is probably more so in engineering matters than in some others. The theoretical engineer goes to great pains to calculate the efficiency of a certain construction or design. He uses formulæ and data derived from his own previous experience or the experience of others; and as a result he gets down to a design which will, in his opinion, give the best results. There is one thing, however, which the mechanical engineer always takes care to insure—that is, that he should be always on the safe side. After a complicated algebraical calculation in which he takes all the various forces into careful consideration, he proceeds to tack on what he calls his "factor of safety," a sort of saving clause to the engineer, but which in effect destroys the whole of the value of his previous calculations, except in so far as it insures his being on the right side. This factor of safety is a kind of worshipped fetish to the engineer. He would no sooner think of leaving it out of his calculations than he would design a machine or a bridge without making any calculations at all.

In the cycle industry the present perfection of machines has been arrived at by no such methods as are adopted by the general engineer. In fact, bicycles are continual lessons to the engineer as to the cutting down of weight and materials such as he has not had presented to him before in any other branch of mechanical engineering. The weight of a featherweight bicycle is to his mind out of all proportions to the work it has to withstand, and his beloved factor of safety is mainly conspicuous by its absence.

"Bicycle;" Its Ramifications.

When the immortal bard asked, "What's in a name?" he had no thought of the bicycle, but, nevertheless, the changes have been rung in pretty nearly every conceivable form on the two wheeler, and no one can say what the future has in store for it.

To go no further back than the "good old ordinary," time was when the word "bicycle" was simple and all embracing. Everybody knew what a bicycle was, and there was only one form of bicycle—the one with a big wheel in front and a little wheel behind. If this is too extreme an assertion it needs only to be qualified, as far as this country is concerned, by recalling the Star. It was a bicycle, but never "the" bicycle. It was termed either the Star or the Star bicycle, in contradistinction to "the" bicycle which had neither qualification nor addition.

When the "safety"—the "goat," as it was opprobriously and even contemptuously termed—appeared on the scene it presaged a change, although few riders at first appreciated the fact. The high bicycle was still "the" bicycle, and the safety, like the Star, was the "safety," the "safety bicycle" or the "goat," according to whether the one who spoke of it was dignified, unconventional or hostile.

The lowly machine had sweet revenge, however. The time came when it dropped the italics that were formerly associated with it and became plain safety or safety bicycle, while the former bicycle became the "ordinary," the "high wheel" and various other things, all of which hinted more or less strongly of its diminished estate. Finally it became only a memory. And simultaneously the "safety" was dropped and the word bicycle once more came into use, this time being the appellation bestowed upon the once despised safety. At times the term was abbreviated to "bike," but this was merely a form of eccentricity, adopted by many members of the "400" and some newspaper writers, who assumed to know all about it, although frequently they had never ridden either a bike or a bicycle.

As if to demonstrate that there is nothing new under the sun, the nomenclature tide has turned once more, and is flowing over the same old ground that was once so familiar.

To-day the "bicycle" is still the pedal driven safety to the greater number of its multitude of users and to the general public. But the motorcyclists are striving hard to make two classes once more—and, be it added, are succeeding remarkably well. There are "motor bicycles" and "motorless" or "ordinary bicycles." But now, such is the humor of the thing, the "ordinary" is the low or safety bicycle, not, as formerly, the high one.

The Matter of Trading.

There is now a much better all around understanding on the trading matter than ever before existed. The system has always been with us, and during the greater portion of the bicycle's life it has been an evil of more or less pronounced proportions. At times these proportions have been colossal. The years of the so-called boom and those immediately preceding and following it are cases in point.

It has frequently been possible to make a more advantageous bargain if the bargainer had a bicycle to trade in than if he went to

the dealer free handed and full pursed. In the latter case he paid the list price, unless the dealer was one of the shortsighted kind who was unable to see the impolicy of price slashing. But with a machine to trade in he was in a position to dicker, and if he played his cards well he frequently had cause to congratulate himself on his bargain. And the poor dealer could only sigh and wring his hands and consign to the hottest corner of the subterranean regions the trading system and all its attributes.

We have even known cases where riders who "knew the ropes" would borrow or buy some old creak, and, bearing it as a shield, advance to the attack, ultimately wringing from the reluctant dealer better terms than he could possibly have secured if he had come forward with money in hand to conclude the bargain. More than its value would be allowed for the creak, and the result would be equivalent to reducing the price of the new machine.

But with the steady dwindling in second hand machine values that has been going on for years the bottom has been knocked out of this very foolish method of trading.

In the first place, riders no longer follow the practice of "trading in" every year. The contracts to supply new machines at the beginning of each season in return for the old one and \$25—which were quite common half a dozen years ago—are not now entered into. The practice is as dead as Cæsar, and can never be revived in any form. The rider who has a good machine holds on to it for two or three years anyhow, and sometimes does not replace it until it becomes antiquated in design. The owner of a cheap machine pursues somewhat the same course, only in his case he keeps it until it is pretty well worn or in need of refinishing and a general overhauling before he discards it. In either case a high valuation is not placed on the machine. Its owner is willing to part with it for little money, which is just as well, for no one would give him much for it.

Consequently the would-be purchaser brings up the subject of the second hand in an apologetic fashion. He is impressed with its comparative worthlessness, whereas in former years he conceived it to be of value only slightly less than that of the new machine he wished to buy. He is sometimes even apprehensive that he can get nothing for it, and is much relieved to find that things are not quite that bad.

There is a further step that, in the inter-

ests of the trade, needs to be taken, and it seems to be much nearer than some people ever thought it possible. That is to stop trading altogether. There is really no more reason why the purchaser of a new bicycle should ask for an allowance for an old one than the hatter should allow 50 cent or \$1 for a last year's head covering. No buyer has the "nerve" to suggest such a thing; nor is the shoe dealer or the tailor or any other merchant of that class annoyed with like requests.

There are dealers even now who, when approached on the subject of an allowance for old machines, recommend their customers to give them away. Poor relatives, dependants, news or messenger boys—these are deserving recipients of such things, and will make better use of them.

If a general disposition were shown to adopt a similar course it would not be long before the last would be heard of the hoary and roundly abused trading evil.

The "Century Fiend."

By a rather singular coincidence the present season seems destined to be marked by a revival of interest in century riding, and this just when the greater portion of the cycling world seems to be given over to the rational pursuit of the pastime—such rationality as is marked by comparatively short rides, undertaken for exercise or simple pleasure.

In many minds the practice of riding centuries is regarded as a vicious one. The sweater garbed, dust covered, head bowed distance annihilator is looked upon as a nuisance and an eyesore. On him much of the blame of overdoing the pastime and bringing it into disrepute is, rightly or wrongly, laid. When such as he monopolized the roads it was time for decent people to get off of them and forsake bicycles, it was declared. And this is precisely what was done by many thousands of people, no inconsiderable number of whom still liked cycling and still obtained pleasure and decided benefit from its pursuit.

To give the devil his due, it must be said that along with no small amount of truth there was some fiction in this view of the situation.

The "century fiend" was only one of the outgrowths of the craze that swept over the country in the 90's. If he did harm he also accomplished good. He was not, is not, altogether without the pale of civilization, and his reappearance—although, to be exact, he

never quite disappeared—is by no means an unmixed evil. If it proves anything, it is that the art and pastime of cycling is, after being hampered and confined, resuming, surely, if slowly, its normal position. With that no real lover of the pastime can quarrel.

Wanted for Motorcyclists.

Money is awaiting the man who will devise a garb suitable for motorcyclists. The black leather coat will scarcely prove an enduring vogue. Originally affected by the wealthy automobilist, it is now almost generally relegated to the use of his hired man, indeed, it is even being adopted by truck drivers and the like. We have seen a number of such coats worn by drivers of brewery wagons.

The leather coat is durable and in winter it is comfortable, but it is not "dressy," and it is prone to wrinkle and show the dust. It is not a garment for the dining room of a hotel, and if it is to become the insignia of the professional chauffeur, as all signs indicate, its shift for motorcyclists' wear should be short.

Leather lining as a feasible way out of the difficulty is worthy of consideration, but certainly garments are wanted of a color and texture that will impart the appearance of a gentleman out for pleasure and not for work and that will not readily show dust or grease stains, and this applies not less to the coat than to the stockings or leggings.

The Englishman who makes himself believe and who says that "there is no need to make American bicycles strong, because they are mostly used over town roads and prepared tracks," should be placed in the sideshow of a travelling circus. He would be worth the price of the extra admission. Compared to the roads on which American bicycles are used, all English roads are "prepared tracks."

The most that can be said of the bicyclists of Minneapolis who would have motor bicycles barred from the cycle paths is that they are not only a timid lot, but an ungrateful and short-memoried one. The lessons of the fight made by the cycling pioneers that they might have the free and unrestricted use of the roads is evidently unknown to or lost on them.

The Bicycling World renews its suggestion of last season that all other considerations be cast aside and motor bicycles be handicapped solely according to weight. It is the easiest and best, indeed, the only, really practical way.

TRUEING THE WHEEL

An Apparently Simple Task That is not as Simple as it Seems.

The rider who likes to do his own repairing is not often met with now, the usual practice being to turn over even the most simple jobs to the repairman. Occasionally, however, a cyclist who likes to tinker with his machine is found, and he will attempt such jobs as seem to be within his ability. Such men find the trueing of a wheel or the replacing of a few spokes diffi-

side than the other of the hub. This can be easily ascertained by passing a string across the wheel from one side of the rim to the other. This string should then pass the hub exactly in the centre. A skilled workman will tell by his eye alone whether the hub is central or not, and rarely needs any measuring device. When the wheel approaches truth the nipples may be occasionally given a turn up all round so as to keep the tension up. This tensioning up should not be done until the wheel is approximately true, and then care should be taken that all the spokes are pulled up equally all round. The spokes should give a clear high

BETTER THAN TRAINS

How a Telephone Company is Using a Motor Bicycle to Great Advantage.

How the motor bicycle is attracting the attention of even those who do not themselves ride it, but who are able to see its utilitarian and economical side is made evident by the experiment which the New York and New Jersey Telephone Company is now conducting.

Being impressed with the time and money it is possible to save by its use, the manager

The New York Police Squad Before it was Scattered.



On Saturday last, for the first time in more than a year, the New York Police Department bicycle squad was together as a squad. It was the occasion of the police parade, and though the squad was at the rear of the procession and the walking pace

required the riders to perform some expert balancing feats, they acquitted themselves well. They are now attached to the various precincts in which they do duty, instead of to a station house all their own. It is not too much to say that if the men were younger

and lacked the beefiness of the average policeman they were a far more refined and gentlemanly appearing lot than any others in the parade. They are still riding their trusty Wolff-Americans, their mounts since the institution of the squad in 1893.

cult at first, and even after experience is had it is found that some mechanical skill is necessary.

It is best to use chalk to show the "high" or "low" places in the wheel. The wheel being fixed in the wheel trueing stand is spun round, and the chalk held so that it touches the edge of the rim. At those places where the chalk marks the spokes must be pulled tighter by means of the nipples. The chalk should be held first inside and then outside the edge of the rim, and whenever spokes are tightened up other spokes should be let out slightly. By this means the tension on the spokes can be kept constantly the same. The wheel should first be trued "up and down," and when perfectly round, when viewed sideways, should then be trued edgewise in the same way. Great care should be taken during this operation that the wheel does not get "dished"—that is to say, that it does not get drawn over more to one

note when twanged with the fingers like a banjo string, and any spoke not tensioned up enough can be immediately detected by its sound.

When the wheel is true the ends of the spokes which project through the nipples should be carefully filed off flush with the nipple head, otherwise there will be great likelihood of the inner tube becoming damaged.

Effect of Pope Influence.

Bicycling is booming at Hartford since "Colonel Pope has come into his own again," as they say there. The old Columbia Bicycle Club has been reorganized with sixty members, and will have its first run, a moonlight affair, on next Tuesday night. Last Sunday a man stood in the Pope factory there and counted the bicycle riders going past. He counted 600 in fifteen minutes, and then quit.

of the company applied to E. J. Willis, the Orient agent in this city, for the loan of an Orient motor bicycle to satisfy himself that the impression was justified before making the purchase. Willis could not agree to the loan arrangement, but agreed to rent the telephone people a motor bicycle for one month for \$50, that sum to apply on the purchase price if at the end of the 30 days it was decided to buy the machine.

This deal was entered into and the bicycle delivered. It has been in use for three weeks on the roads of Long Island. Now when the lines or telephones in any of the towns of the island are reported out of order, instead of having recourse to a train the repairman mounts the Orient and with a kit of tools weighing 60 pounds makes haste to the seat of trouble; when the repair is completed he as promptly returns to headquarters. There is no waiting for trains or if, as was frequently the case, the last train for the night

has departed, there is no occasion for remaining overnight and running up a hotel bill. One man can answer half a dozen calls during a day instead of one or two as before.

The full month has not yet expired, but Willis states that the telephone manager dropped in a day or two since and informed him that there was practically no doubt that the machine would be purchased outright. Already \$12 has been saved in railroad fare and two or three hotel bills, to say nothing of the time and the prompter service rendered.

The Little Things That Save Money.

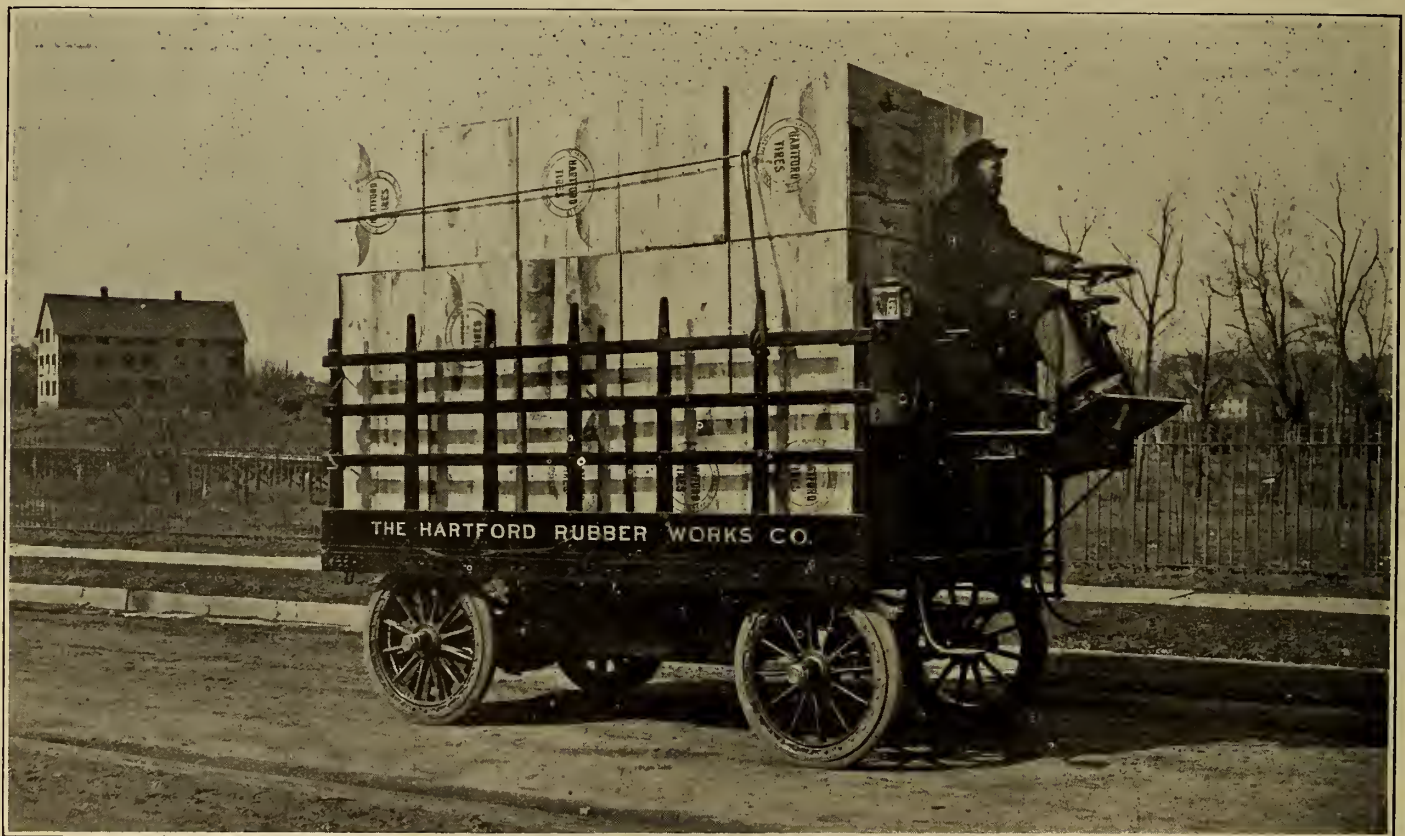
It is often the little, unheard of things that are making the great reductions in manufacturing costs. Illustrations of this are

Of course a great many of the important processes in machine manufacture now-a-days are more or less fully understood and appreciated by certain people not actually engaged in machine work themselves; and a good deal of information regarding some of the labor-saving tools of the shop has been served up in a popular manner by some of our periodicals to readers, who, while not especially interested in matters pertaining to the machine shop, can, perhaps, realize something of the advantages accruing, not only to the user, but to the general public, from the adoption of labor-saving appliances.

But the little affairs, the little devices, the "home-made" appliances and tools, are the

the machine will escape attention, or, at least, critical examination, and it may be the most important tool in the equipment, and one upon the satisfactory working of which the success of the job depends.

What a lot of machines there are that are lacking in some respect! It may be that "two little wheels" are missing, or that these wheels are not arranged as they should be. Perhaps something more serious is the matter. Anyway, the operator of such a machine, if he is awake, soon discovers that there is an opportunity for improvement in the machine, and it may be he can suggest or decide something of a simple nature that will greatly increase the value of the tool. It does not necessarily follow that, if he does



HOW HARTFORD TIRES ARE CONVEYED TO THE RAILROAD DEPOT.

seen every day in the machine shop; some little improvement in a method or process; some little device—perhaps some insignificant special tool, such as a small jig or fixture; some little improvement or attachment perhaps for a standard machine tool—such are among the little things that, though they may be, practically, unheard of, are all important in reducing the cost of manufactures. And, as by the employment of such devices, not only is increased output obtained, but, usually, a higher degree of accuracy secured as well, the actual value of the manufactured article is enhanced at the same time that its cost is reduced, says a man who has had much to do with the introduction of labor-saving devices.

things that folk outside of the shop hear nothing of and would not understand were they to be described to them; and these little "time savers" are often, perhaps, unknown beyond the four walls of the shop in which they were made. A visitor to the shop sees the heavy tools; perhaps he sees most of the light machines, and he sees something of the special tools adapted to the work in hand; but, ten to one, a number (and in some shops a great number) of modest, unassuming devices and attachments will escape his notice altogether. A man may watch with admiration of a certain machine and view with pleasure the accurate work produced; he may spend considerable time in this manner, but as likely as not some little tool on

this he will be called into consultation with his employer and the patent lawyer, but he will, nevertheless, derive a certain amount of satisfaction from seeing his ideas embodied in metal and put into running order, and he is sure to gain a little in the way of valuable experience.

A hint of which way the wind is blowing was furnished recently by a few remarks dropped by Charles Flint, the younger son of the famous physician. He resides at Larchmont, and he said that all of the members of the fashionable colony there are going to ride this spring. Even the Iselins, busy as they are with yachting affairs, have decided to use bicycling for one of their recreations.

NO MONOTONY HERE

Young Club That Holds the Interest of its Members—How it Does so.

Baltimore, May 4.—There is at least one club that appears to fill The Bicycling World's bill of an ideal club—the Patterson Wheelmen of this city.

The Pattersons apply themselves not merely to racing and century grinding and the conduct of commonplace Sunday runs, but its officers are really alive to the value of touring and of diversification of runs. Its annual "watermelon run" is one of its distinctive institutions; last year it attracted a greater gathering of wheelmen than were seen in this city since the boom days. Aside from its "ordinary, every-Sunday" runs, the club has three tours included in its fixtures—one to Great Falls and Cabin John Bridge, via Washington, D. C.; one to Gettysburg or Penn Mar, and the third to Atlantic City.

The club has a racing team of no mean merit—William Warmbold, H. B. Mosher, Samuel Horney, H. W. Kanne and William Morris—and also a motorcycle division, in which are enrolled William McCallister, Geo. W. Thompson, Samuel Horney, Eugene Sullivan and a number of others. The clubhouse, at No. 2801 Eastern avenue, is spacious and inviting; it includes a music room, a pool room and a large hall for general athletics, which in the winter season affords room for the smokers and dances and the fencing, wrestling and boxing tournaments which are a part of the Patterson programme.

The Patterson Wheelmen constitute a truly twentieth century club. Neither old age nor memories of the past haunt or burden them. In fact, they but celebrated their second anniversary with a dance and reception on Wednesday last, April 29, and are a keen and enthusiastic lot. They were organized with but twelve members, and to-day have nearly 100, having gathered in nearly all the scattered and aimless bands of cyclists who were accustomed to rendezvous in the beautiful Patterson Park, from which the club takes its name.

The present officers, who have been in charge since the organization of the club, are: President, James V. Kimbell; vice-president, H. Hulers, Jr.; secretary, Charles B. Weis; treasurer, George W. Thompson; financial secretary, William Brown; assistant financial secretary, J. Weber; sergeant-at-arms, Conrad Turner. Road officers—Captain—C. H. Pertner; lieutenants, Thomas Sullivan and William Morris; color bearer, Leonard Fetch.

To Undertake Long Tour.

F. Weber Benton and William Rodemacher, two St. Louis riders, have planned the most ambitious trip yet essayed by motor cyclists. They propose to ride from St. Louis to Kansas City, thence by rail to San Francisco, from which point they will motor through

California, Arizona, Sonora and New Mexico and back to St. Louis, about 3,500 miles in all. They will ride the Mitchell Mile-a-Minute, and were to have started on Monday of last week, but unforeseen circumstances prevented and they now expect to leave some time next week.

The Knack in Hill-Climbing.

"Can you explain why motor bicycles do not climb hills better? For instance, riding with 93-inch gear motorless wheel I can, on a good, level road, with no wind against me (except the created wind pressure), by exerting all my strength, go at the rate of 25 miles an hour. A motor-bicycle comes along and passes me, with full power on, at rate of 37 miles an hour. Now we come to a steep hill. By exerting same power I can go up at rate of, say, 12 miles an hour; but the motorcycle can go only half way without helping at the pedals, and that not so fast as I can. On the supposition that I am exerting nearly all my strength, and the motor nearly its full power, why, if the motorcycle can go half again as fast as I on the level, cannot it go up the same hill half again as fast as I do? Indeed, I have been up some hills with 187 inch gear, and beaten a motor bicycle of 2¼ horse-power by half the length of the hill. Of course, in that case, I presume it was not working right; but only a minute before, on the level, it was going thirty miles to my twenty miles."—Henry H. Wheeler.

The possible reasons are almost "too numerous to mention." The fault may rest with either the man or the machine. One of the commonest faults is with the man. He is given to rushing at a hill and when the pace slackens to advancing the spark or speed lever, instead of, as is frequently necessary, to retarding it and feeding the engine more gas—more strength. As a result the spark and explosions become too rapid for the slow moving piston and its full stroke and power is not maintained. The tendency to "fool with the speed lever" is so general that comparatively few motorcyclists acquire this knack in hill climbing, which is the sole reason why some men can climb hills on which other men fail, although the same machine be used.

The Watch on the Handlebar.

Will R. Pitman always carries a watch on the handlebar of his motor bicycle and a Veeder cyclometer on the front fork, and not wholly to tell him the time of day or the number of miles he travels.

"It's a combination that will save any man who rides a motor bicycle a lot of trouble," he says. "The police have their eyes on us and are given to magnifying our speed. I've been stopped a couple of times, but when I called the cop's attention to the watch and the cyclometer to prove that I was actually regulating my pace and knew at what speed I was moving I won my point on both occasions. I avoided arrest, and even if haled to court I have an idea that the evidence would carry a lot of weight."

BUZZELL'S WHEELS

Lynn Man Comes Forward With Claim That he Invented Suspension Type.

It will probably surprise many people—including some of the early bicycle makers—to learn that a Lynn (Mass.) man is claimed to have invented the wire spoked bicycle wheel. The date of his alleged invention is not given, but as he is asserted to have sold it to the Pope Manufacturing Company, and the wire spoke was in use for years before that corporation was formed, it will readily be seen that there is a discrepancy somewhere.

John G. Buzzell is the name of the inventor, and he is also the father of a long list of shoe machinery inventions. The American Inventor, which fathers the story, puts it in this guise:

"The bicycle wheel, like a number of other famous inventions, is the fruit of Lynn genius. The inventor that made the modern bicycle and automobile possible has invented a great many things since evolving the wire spoke idea out of his inner consciousness, and probably not over a score of Lynn people know that the electric and shoe city is also the home of the bicycle wheel, and that its inventor is still living, a hale and vigorous old man, whose busy brain may add yet more to the world's store of labor-saving machinery.

"The inventor is John G. Buzzell, better known for his inventions in the shoe machinery line, was born in Barrington, N. H., November 1, 1828, and after leaving school worked several years with his father at his trade of carpenter and joiner. Mr. Buzzell had a great knack in mechanical work and left working in wood to begin working in iron.

"His inventions of the bicycle wheel was brought about in a peculiar way. Some Lynn man, whose name Mr. Buzzell does not remember, invented a bicycle wheel with hollow spokes. That wheel was quite light and the man was very proud of it, until it suddenly collapsed with him one day in Lynn Woods. Mr. Buzzell thought it over and conceived the idea of making a wheel with a pull instead of a pressure upon the spokes. After a little experimenting he found what he wanted, and made a baby carriage for his young son with wheels made on the new principle. He also made some for a sulky, and after demonstrating the complete success of the new invention, he sold it to the Pope Manufacturing Company."

Riding in Traffic.

Riding in heavy traffic looks more dangerous and difficult than it really is. If the rider keeps his wits about him, and is always ready for a quick dismount—the best way to accomplish this is to put one foot out until it comes in contact with the ground—he will rarely have any trouble.

Spokes no Longer Tied.

Once practised by nearly all makers, and asserted to be one of the essential features of a machine, spoke tying is now seldom resorted to. Both the special metal "ties" which were once extensively marketed, and the more general custom of using light wire for the purpose, have passed out of the knowledge of present day riders, although a few old fashioned makers still retain faith in the latter method.

The operation is best done with very fine copper wire, about three turns being sufficient. The ends of the wire should be twisted round each other inside the wheel, not outside. The ties now require to be soldered. Well tin the copper bit, and get to a good heat in the forge. Sprinkle powdered resin on the crossings, and with a drop of solder on the bit hold the bit underneath the crossing until the solder runs right through the joint. Only very little solder is required, just enough to tin the copper wire being sufficient. It is important not to use spirits of salts for this work, as rust will inevitably follow that course. The wheels should then be carefully wiped clean at the soldered crossings to insure that all resin is cleaned off.

Spare the Oil and Spoil the Motor.

One of the greatest mistakes a motorcyclist can make is to attempt to economize the lubricating oil used. The man who runs as long as possible on one charge is "penny wise and pound foolish" with a vengeance. The reason is obvious; run off the oil in the crank chamber after a long run and look at its color. It is as dirty as possible, and frequently, if it is allowed to stand, the dirt will settle very slowly near the bottom of the vessel. Where does the dirt which turns the oil black come from? There is no dirt in the motor itself. The coloring matter consists of myriad particles of metal, abraded by the motion of the piston. These particles are constantly being introduced, therefore, with the lubricant between rubbing surfaces, and as a result the grinding action at all times present is aggravated, getting worse and worse the longer the oil is used. When giving a fresh charge, therefore, always run off the old oil from the base of the crank chamber before introducing the clean lubricant. It is attention to such small points as this that makes the difference in engine life and which prevents a whole heap of minor troubles.

Tags on the Sprockets?

Can this mean what it says, and is this really the custom down in Mobile?

"Alderman Delchamps asked and was granted unanimous consent to take up an amendment to the ordinance requiring tags on bicycles, and changing the place of fastening them from the rear to the front sprocket. Alderman Butt asked why, and there was some discussion. On a vote the amendment was unanimously carried."—(Mobile (Ala.) Register.

The Benefit of Cycle Paths.

When the business men of a village of 1,600 people are found applying to a side-path commission for a bicycle path to a railroad junction five miles distant and offering to contribute \$200 toward the construction of the highway, it shows that there are sections of the country where the bicycle continues to be enjoyed, says the Syracuse (N. Y.) Standard. Such is the case in Skaneateles, and the people of Manlius are petitioning, too, for a path toward Cazenovia. In this petition many Syracuse wheelmen would, no doubt, be glad to join, remembering the difficulties which they have encountered between Oran and the top of the Cazenovia hill, one of the most picturesque roads in the country.

In some cases the bicycle path has proved itself quite indispensable. There are, for instance, at present, two ways of reaching Onondaga Valley from Syracuse, one by trolley and the other by bicycle. The Salina street highway for carriages, what there is left of it, has lately been "repaired" in a manner as to make it almost impassable for vehicles drawn by horses, and if it were not for the excellent bicycle path extending from the end of the asphalt pavement to the Seneca turnpike, bicycle riders would shun the valley as if it were plague stricken.

There is no danger that such paths as this will be abandoned for lack of use. Sensible persons, whose affections have some consistency about them and who like good things, whether they are new or old, may be expected to patronize bicycle dealers more generously this year than they did last. For one thing, so unfavorable a season as last year for bicycle riding ought not to be expected once in a decade; for another reason, the bicycle of 1903 is a machine of remarkable excellence and reasonable cost.

Motorcycles in Paris.

Two or three years ago it was the custom to point to Paris as an illustration of the transitory character of the motorcycle movement. There they had been most numerous and popular, and there the bubble had been soonest punctured, the popularity proving short lived and the falling off in the number of machines used something enormous. It was the tricycle that had enjoyed the biggest run and met with the most lamentable fall, but the bicycle had also been used in quantities, and it was even more hopelessly out of the running.

The fallacy of this reason is strikingly shown by the present condition of the motorcycle trade and pastime in the French capital. The demand is quite enormous, and according to the number seen in the streets the supply must have been a very large one. Since the motorcycle club came into existence the popularity of motor bicycles has increased, as the members try to keep a check on the scorchers. The club does not require the large social means needed as the Automobile Club, and middle class motorists find refuge and protection.

Calling for and Delivering "Repair Jobs."

There was a time when riders left their machines to be repaired and came for them when they were finished, but now they are more prone to ask the dealer to relieve them of the task. The better class of tradesmen have seen the handwriting on the wall, bowed to the inevitable, and now make a practice of catering to this class of trade. Where formerly they were averse to sending for and returning machines, they have become used to the practice, and find that it works out very well. It brings them in custom that they would frequently lose, for the rider would often put off bringing the machine in or else take it to a nearer place in despair of ever getting it to the regular one. At some stores one or two boys are kept specially for the purpose of delivering wheels, and the cost for this is so small that it is rarely felt to be onerous.

Queer Puncture Preventer.

Do pins, tacks and other puncturing articles penetrate the tire only after several turns of the wheel? Such is the ingenious theory of the inventor of the "Automatic Anti-punk Chain," an English device that has already been mentioned in these columns. The Anti-punk chains are fastened to the forks or frame, and hang loosely on the top of the tires. If a tack is picked up it comes in contact with the chains and is straightway extracted. Now comes the serious question. Wouldn't the damage be done in a majority of cases after the wheel had made one revolution, and the extracting of the offender be like locking the stable after the horse is stolen? It would seem so, but it is contended that the contrary is the case.

Vaucluse's Verrophobes.

A club has been formed near Vaucluse, France, called the "Verrophobes," or glass haters. This singular term designates a club directed against those practical jokers who, especially in the South of France, throw pieces of glass on the road, with the object of puncturing the pneumatic tires of bicycles, etc. The members undertake "on their honor" to bring to the notice of the president of the club any persons whom they catch in the act of placing such obstacles on the road, and also engage to descend from their bicycles for the purpose of removing pieces of glass whenever they encounter them on the road.

Odd Conditions in New Orleans.

An unusual reason for the decline of cycling in a particular city comes from the Southern metropolis, New Orleans. A law recently enacted there requires separate streetcars for whites and blacks. It gave affront to the negroes, according to one source, and to show their displeasure they use the cars as little as is possible and have invested heavily in bicycles. As a result the white people are using the streetcars more and the bicycle less.

GETTING THE "MIXTURE"

Some of the Conditions That Affect Matters for Better or Worse.

While perfect ignition apparatus has much to do with the successful workings of the gasoline motor, the explosive charge comes in for a good share of attention, for unless the correct explosive mixture is maintained the most efficient sparking apparatus in the world cannot make up for the deficiency. With all carburetters the action is the same—namely, that for each volume of vapor given off from the gasoline so many volumes of air are added to give an explosive mixture.

The proportions are approximately ten of air to one of gas, and on a bright day a greater amount of air is required than will be needed as night draws on. And in the movements of the air supply the mixture varies in its sensitiveness. When the tap is well opened and a large supply of air is being given, the adjustment is very delicate, and the slightest movement of the tap to one side or the other of the correct point will disturb the mixture. But when little air is going through the air inlet the tap can be moved some little distance one way or the other without sensibly affecting the results. That is why it is sometimes so difficult to get the correct adjustment of a carburetter which acts automatically after it is once set at the proper place.

With ordinary coal gas the mean figures for proper mixture are eight parts of air to one part of gas, while for the richer vapor coming from gasoline the means are, as said before, ten to one, but the explosive limits cover a wide range of proportions. That is, there may be as rich a mixture of gasoline as four to one, or as thin a mixture as fourteen to one, and yet there can be explosions.

For example, in starting a motor in cold weather the charge must be very rich in vapor at first, but after the motor becomes heated the quantity of gasoline can be reduced with advantage. On warm days the proportions will always be wider apart, particularly when starting. Other conditions exist which make it essential that the mixture shall be variable from time to time and under direct control of the motorists.

In starting the motor with the compression tap open, the suction stroke of the piston draws in air in addition to that in the mixed charge from the carburetter. This naturally impoverishes the mixture, and it becomes more certainly explosive when an extra admission of vapor can be given at the carburetter. After the tap is closed the conditions are again altered and demand a readjustment of the proportions.

This is no doubt the reason that causes many motors to misfire after closing the tap.

That the misfiring comes from closing the tap rather more than from the first opening is undoubtedly due to an almost invariable tendency toward feeding the motor with a too rich mixture in order to insure a start. Then the closing of the compression tap and the heat generated by the first explosions call for a greater percentage of air, and unless this is understood and attended to at once there comes the trouble in getting going. This is particularly true in warm weather.

On machines using a valve lifter to relieve the compression in starting instead of the compression tap, the mixture remains uniform all through the process of starting. It is only necessary to find a mixture which is explosive and then the ratio does not have



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

to be immediately altered. It is nearly constant, being only influenced to the small extent due to the heating of the cylinder and the variations of the atmosphere. These are both so gradual that ample warning is given to make the necessary changes in the gasoline feed.

Another condition which no doubt has a distinct effect on the explosive mixture is the proportion of burned gases or products of combustion remaining in the cylinder or in the combustion chamber from the previous power stroke. Although motors vary considerably in design in relation to the comparative areas of the cylinder and the combustion chamber, it is manifestly impossible with present construction to entirely expel the products of combustion. And such remnants of a former charge must act as an adulterant to the incoming charge, if there takes place any real mixture of the two. As to the latter point, however, there would seem to be no conclusive evidence of agreement. Some experts assert that a partial mixture takes place, while others are of the opinion that the residue of the exploded gases is drawn down bodily by the suction stroke of the piston, so leaving the combustion chamber and upper part of the cylinder

to be filled with a fresh explosive mixture which lies on top of the exploded gases.

The proper working of the valves, of course, greatly influences the question of the quality of the explosive mixture. With the automatic inlet valve in perfect working order, and other conditions corresponding, the maximum amount of new mixture will be drawn in at each suction stroke of the piston. But if the inlet valve be too stiff, thus diminishing the amount of mixture taken in, then the power stroke will be weak and inefficient.

Designing the Steering Angle.

At no point is careful designing more desirable than with the steering angle. There have been machines that were admirable in every respect save this, and for the lack of a little skill in determining the proper angle were spoiled, as far as their steering was concerned. A fraction of an inch either way makes a great difference. A very slight alteration would cause the machine to almost steer itself, but without it the steering is tricky and the cause of endless trouble.

The curve of the front forks has considerable to do with the steering, too. In the early years of the safety bicycle it was a frequent practice to give the forks a great deal of curve. The idea was to have them surmount obstacles and encounter shocks to advantage, but in the attainment of this feature others were sacrificed, until the balance was on the wrong side. Of late forks with a very slight curve are most used, and when combined with a good steering angle splendid results are obtained.

The Inflation of Tires.

A subject of perennial interest is that of correct tire inflation. Everybody now agrees that tires should never be ridden soft. But whether to pump them fairly hard or very hard or just medium hard is another question, and one much more difficult to answer. There will always be variations, of course, but it is an absolute rule to have the tires so hard that they will never strike on the rims, even when the full weight is in the saddle. There are many graduations between this point and that of rocklike hardness liked by not a few riders, and each cyclist must discover by actual experiment which way suits him best or gives him the most pleasure.

Must Own Their Pacing Machines.

English amateurs are held down closely in regard to the motor pacing machines they use. The machine must be privately owned, and the motor must not exceed $3\frac{1}{4}$ horsepower. Any construction of the machine for the purpose of protecting the paced rider from the wind or any arrangement of the seat and steering to place the rider over the back wheel as a greater protection for the paced rider from the wind will not be permitted. The pacing machine must be of ordinary construction as in general use for road riding.

BAY-VIEWS AROUSED

Their Side of Irvington-Millburn Story— Club Is Behind the Five Men.

Preparations for the holding of the annual twenty-five mile road race over the Irvington-Millburn course are now going forward smoothly. The entry blanks are out, a fine list of prizes assured and there is every prospect that it will be efficiently managed, for the Bay View Wheelmen, individually and collectively are supporting the committee of five of its members who are directly charged with the management of the event.

This much has at last been learned directly from authoritative sources, but the situation is a peculiar one, and it has required some tortuous legal twisting to have the relations of the club to the race defined. So far as the conduct of the race goes everything is all right and it should be a success, but in the squirming done to get the club wriggled around into a comfortable position, some skin has been scraped off some of its members and a little bitterness of feeling engendered here and there.

The officers of the Century Road Club Association hoped that after they had abandoned the race, because they would not agree to the terms required by the Essex County Freeholders, the Bay View Wheelmen would take it up and after making terms with the Freeholders would invite the association to co-operate with the club in holding the race. This the club did not do, for reasons which may or may not be apparent in what follows. The C. R. C. Association men felt some pique at this and decided not to hustle to enter as many of their members as possible.

Perry Johnston, of the Bay View Wheelmen's Committee, says that the Century Road Club Association washed their hands of it entirely and that if they ever wrote to the club proposing to unite in managing the race, as reported, the letter never was received. The C. R. C. Association officials, Johnston says, were the cause of all the trouble with the Freeholders and everything would have been as smooth as in other years, but for the impudent bearing of President Van Dyke, of the C. R. C. A., before the Freeholders. Johnston says that Van Dyke told the Freeholders that the Association would run the race whether the Freeholders gave permission or not, and this sort of talk "queered" the negotiations. Johnston further states that the C. R. C. A. officers are holding back subscription lists of money pledged by hotel keepers along the course and trying, in other ways, to hinder the work of the new committee in arranging for the race. This is denied by the C. R. C. A. men, whose president says that he has not received a request for the papers in question, and that his organization stands ready to help in any way to make the race a success.

In one man who seems to be getting badly squeezed between the crashing forces is F.

L. Roemer, captain of the Bay View Wheelmen. He is a member of the C. R. C. Association and advocated its cause with the club. Perry Johnston says Roemer is more of a C. R. C. A. man than he is a Bay View Wheelmen. At any rate, it was reported a week ago that Roemer would resign from the club and this week it was reported that the club would ask for his resignation, so it looks as if Roemer is likely to get out. It has been thrown out for what it is worth that "there will be other resignations in other places also."

A letter from the Bay View Wheelmen to the *Bicycling World* is printed herewith, and it may help a little to the understanding of the situation. As has been explained before the hitch over the holding of the race was caused by the demand on the part of the Freeholders that responsible parties should sign papers agreeing to defend any damage suits that might be brought as a result of the race. This agreement was signed by the five who are managing the race. The five are: Percy Johnston, Christian Ahner, Richard Stern, William Ruoff and Fred Keim. Of these Stern and Keim are directors in the club, and Keim is a member of the Race Committee. Following is the letter from the president of the club:

"The Bay View Wheelmen would ask the kindly ear of the editor for a brief space of time. They would make a speech to him, as it were, if he will grant permission.

"The club does feel a little hurt over the article in the *Bicycling World* of May 2, and would like to have its members set right in the eyes of cycloedom on the question of the good old Irvington-Millburn road race. The *Bicycling World* is read with great relish at the clubhouse. The club's official copy and the dozen odd which come there in the pockets of the members, are handed from hand to hand and discussed. But this week it has harried the orderly soul of the librarian because he has not been able to stack the copies for more than five minutes at a time and they have been passed from the bowling alleys in the basement to the photographic dark room in the attic.

"The club fears that the *Bicycling World* has not been correctly informed in the matter, and asks that it be permitted to make a statement in reply. Since the whole matter of the Irvington-Millburn race was discussed in executive session, and the fact of it being an executive session was emphasized strongly by the club's president, Henry W. Maull, and none but members were present at the meeting, it is not pleasing to learn that garbled and inaccurate statements have been permitted to be imparted to the press. But, that is a matter of dirty home linen, and it will be washed in executive session most thoroughly.

"As the plans stand now, the Bay View Wheelmen, with all the influence of a membership of over 750, with the moral support of every man with red blood in Essex County, with the co-operation of town and county officials, and with the help of the men who have officiated at the race in years gone past, will manage the classic event, will manage

it cleanly, and, it is to be hoped, successfully. The Bay View Wheelmen, as members, stand behind the five men who have undertaken the details of management. As an incorporated body the club is not managing the race. This matter was thoroughly discussed at the executive meeting. There are some things in club life which do not belong to the public and this is one of them. It might be said that the club had the benefit of the best legal advice before it took action. The L. A. W. always held that road races are not permissible under the strict letter of the law. Of course, they are being held, have been held and will be held, the Irvington-Millburn race among them. And members of the Bay View Wheelmen, men whose responsibility is unquestioned and who have the support of the club almost—this is said advisedly—to a man, will manage the time-honored affair. It seems a delicate point, but the club is following the advice of men who have been prominent in its affairs for years and have aided in its building up. As an incorporated club the Bay View Wheelmen cannot manage road races. But when members of the club, morally responsible to the club, manage a thing, it will be handled cleanly and straight.

"It is not expected that the race will be a huge success financially. It was sentiment which prompted the members to appropriate a lump sum to the men who are to have the details of management. If the money is repaid, well and good. If not, the race will be run just the same next year. Bay View Wheelmen have the love for the bicycle sport too deep in their hearts to be easily discouraged.

"If the proceedings so far have been conducted quietly, there have been reasons for it. It took the Bay View Wheelmen nearly a fortnight to undo kinks made by other people.

"There is no desire to antagonize the Century Road Club Association or any other body of wheelmen. They Bay View Wheelmen will gladly welcome suggestions, help in the way of supplying officials, in short, the moral support of all wheelmen. A fine list of prizes has already been secured. Eight high grade wheels head the list so far. There will be three heavy gold medals for first, second and third time prizes. Of course, there are the usual sundry prizes, tires, racing suits and so on. Not the least interesting item on the list is a promise made by former Congressman, Postmaster and Mayor Fiedler that he will have built for the winner the finest suit of clothing to be had in Newark. The former Congressman has never yet missed seeing the Irvington-Millburn race and looks forward with a great deal of pleasure to the historical event.

"Thus are the arrangements so far. The original five have been added to in numbers and with the volunteer workers it is now really a committee of fifty or more.

"Entry blanks and specific information may be had by addressing the secretary-treasurer, William Ruoff, either at the club house or at his home, 136 Fairmount avenue, Newark, N. J.

SPLINTERS FROM THE TRACK.

Work on "Jack" Prince's new track at Lowell, Mass., is to be begun the last of this month.

Champion Frank Kramer weighs about 179 pounds to-day, is as strong as an ox, disgustingly healthy, as he puts it, and ready to go through the hardest sort of a campaign.

John Jacobson, second in the New York six day race with Newkirk as a mate, is now a fat and prosperous looking hotel clerk at New Haven, and may not be seen in the field this season.

"Jimmy" Michael is to receive a salary for training on the Berlin track and is to receive \$2,500 for four races there in May. Michael will stick to Europe as long as things come so very easy for him over there.

The track at Manhattan Beach was opened last Sunday, and a company of the fast men are now quartered there and doing their training on the course. The coterie includes McFarland, King, Iver Lawson, Bold, Fenn, Root and Hurley.

The "five-mile motor bicycle championship of America" is billed to be run on the Empire City track, Yonkers, N. Y., on Decoration Day, in conjunction with several automobile event; it is the only motorcycle race on the programme.

When his front tire punctured in his late race with Contenet in Paris, Joe Nelson sat straight up, threw his foot into the head of the machine as a brake and came to a dead standstill, saving himself from a fall on the bank. For his rare presence of mind Nelson received the name of "Le acrobat."

Charles White, a young Lynbrook (N. Y.) rider, has been giving a loop-the-loop exhibition that in some respects puts the professional performers to blush. White does not obtain the necessary momentum by rushing down an incline, but starts from the floor and on a low-geared bicycle actually pedals his way around the loop.

A splurge is to be made at the opening of the new "mile-a-minute" track at Charles River Park, Boston, on May 30. A special sanction has been obtained from the N. C. A. to increase the prize values, and a two-mile amateur handicap will be put on, for which the first prize will be a horse and a rubber tired buggy, the second prize a \$75 diamond ring, and the third prize one of \$50 value.

FOR SALE.

Five new ROYAL MOTORCYCLES, 1903 model, built under Hafelfinger patents. No more Royals with this size motor will be made. Will show a machine that is ridden 300 miles a week and gives no trouble. For Royal parts of any sort and any information, address

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1904 BROADWAY, - NEW YORK.

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JUST 47 MORE
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The men who act quickly will thus literally receive double, Will you be one of them?

THE GOODMAN COMPANY,
154 Nassau St., New York.

TUBE BENDING METHODS

Simple Repair Shop Device Useful in Shaping Handle Bars and Frames.

The most frequent tube bending job which comes into the repair shop is the bending of handlebars, and though it is not profitable to attempt to bend new bars for stock, as they can be purchased much cheaper, yet it always pays to oblige a customer by producing some unusual shape or bending wide bars narrower, or to some more modern shape; indeed, altering handlebar shapes is almost solely done by repair men. Then, too, there is the usual amount of straightening bars that have been bent out of shape by accidents of some sort or other. If a new bar is to be bent it is well to choose tubing, if possible, not less than 20 gauge for the purpose, because in the process of bending the tube the outside of the curve becomes stretched and of thinner gauge. This stretching of the heated tube has to be resisted by the inner curve; hence, if the thin gauge tube is used, it is difficult to prevent kinking.

Supposing that a new bar is to be bent from a straight piece of new tubing, the repair men should first take two lightly tapered iron plugs about two inches long, drive one of these plugs into one end of the tube to be bent, then fill in about four inches of the tube with perfectly dry, finely sifted sand and ram it tight with an iron rod. This process of ramming is very important, and should be continued at intervals until the tube is full of sand. The other plug is now driven in on the sand and the tube is ready for bending.

The bending block is made of hard wood about two inches thick, rounded at one corner and hollowed out to suit the diameter of the tube to be bent. This hollowed portion

has some cloth asbestos tacked in to fit it neatly in order to prevent the heated tube from burning the wood. The block is held in the vise and an eyebolt passes through it edgeway near the bottom, where it is gripped by the vise. This bolt is adjusted by means of a nut, thus positioning the tube end near to, or away from, the eyebolt side of the block, according to the amount of bend desired in the bar. The eye is a trifle over one inch in diameter. The tube is carefully heated, the end put into the eyebolt, and the tube is pulled down until it reaches the top of the block and is at right angles from the end held in the eye. The other bend of the bar is produced in like manner, therefore the bends are sure to match each other. The block or blocks (for three or four should be made of different curves) are equally useful for remodeling old handlebars, either making them into upturned bars or straightening them out and rebending them narrower.

A much larger block, but of similar design, will be found equally useful for bending or altering the shape of loop tubes for frames. As the straightening or bending proceeds the tube is stretched, consequently the sand becomes loose, hence it is necessary to drive in the plugs from time to time to keep the sand packed tight; it is essential that the plugs fit perfectly, so that none of the sand can sift past them. Successful tube bending in the repair shop without special appliances is an art which is only attainable by practice; it cannot very well be taught upon paper, but there are four points to watch carefully—first, judicious heating of the tube; second, keeping the sand rammed tight; third, a symmetrical judgment for matching bends; fourth, to stop bending as soon as heat gets dull red.

It is occasionally required to alter an old wide bar into a forward dropped racing shape; after a little practice this is even more easily accomplished than straightening a flat bar and rebending it. Ram the

bar with fine sand, as usual; heat it and bend it still more at its present bends, until its obtuse angles are acute angles of about 45 degrees. When cool heat the bar for the whole space between the two heads, take hold of each end of the bar with a cloth and deliberately pull them apart; the result (if the heating has been equal) will be a very good racing shape, with no drop. Finally heat the bar, again about four inches in the centre, and with the centre resting upon the hollow block, or upon any piece of wood, bend downward to a dropped shape, as required. In like manner upturned bars may be easily bent from old wide flat bars.

In brazing stems to bars it is not advisable to make lap joints. It wastes too much time to make them neat, and much stronger, neater and better joints can be made by using stamped sheet lugs. It is necessary to bell out the joint end of the stem in order to fill up the joint nick in brazing.

In making up new bars it is advisable to examine them carefully for scratches, seams or other slight defects in the tube before brazing up, in order to braze with the best side on top, where the subsequent plating will be most in view.

The Retail Record.

Lee, Mass.—Harvey W. Fenn reopens.

Winchendon, Mass.—C. A. Merrill buys out E. B. Ellis.

Minneapolis, Minn.—A. N. Anderson quits the business.

Ivoryton, Conn.—H. D. French & Co., building addition.

Fanburg, Neb.—L. J. Hollingsworth damaged \$1,000 fire. Insurance, \$500.

Where 1000 Bicycles are Stored.

Provision has been made at the new headquarters of the Postoffice Savings Bank at Kensington, England, for the storage of 1,000 bicycles; nearly one-third of the 3,000 clerks employed there use their machines daily in going to and from work.

**Bicycle Tires.
Automobile Tires.**

Mechanical Rubber Goods.

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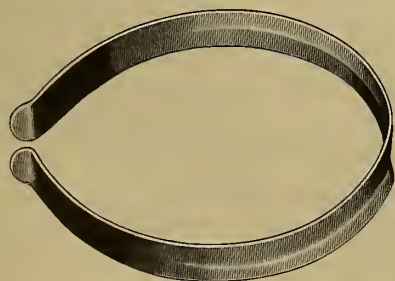
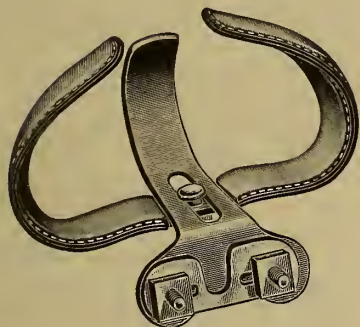
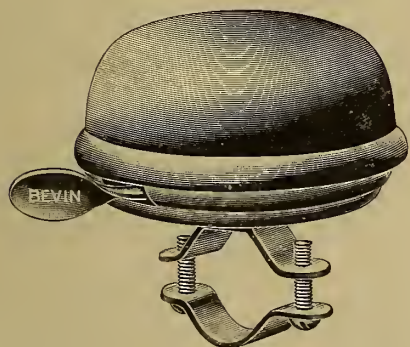
A few choice facts and some interesting figures for the asking.

INTERNATIONAL AUTOMOBILE & VEHICLE TIRE COMPANY,

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Better Than BEVIN BELLS,



Toe Clips or Trouser Guards merely nurses a delusion. It is impossible to make better ones and with the diversity of patterns and prices we are able to offer, we are positioned to meet all demands, and quickly.

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Chickens as Cause of Sideslip.

"There's many a slip" 'tis true in the experiences of motorcyclists. Usually they are side slips, due to slime on the road, but there are some which are novel and bizarre, and this relates to one such. President William E. Fontaine of the Alpha Motor Cycle Club was the experimenter, according to his own tell.


There was a rooster with five chickens on the road (sic)—family relationship not known—when Fontaine came scudding along at "a fair pace" following a fellow clubman. The advent of the first rider affrighted the cock and chicks so that they tetered around in front of Fontaine. The forward wheel of his bicycle struck the rooster, and the sultan of the barnyard was thrown backward on to the belt and whirled about against various parts of the motor in such a way that he was as completely disembowelled as if Fontaine's bicycle had been a machine invented to be used in markets for that purpose. The entrails fell beneath the rear tire, after just such a lapse of time as to cause a side slip and a fall ten yards beyond where the front wheel hit the chanticleer. Of the distance Fontaine is cocksure. He does not know the elapsed time.

Pedal Mount Decreasing?

Is the practice of mounting from the pedal on the decrease? There are not wanting those who assert so. With most machines it is easy to throw the leg over the saddle, and many riders have got into the way of doing this. Again, the growing use of coaster brake machines has tended to discourage the habit of pedal mounting. Not that it is difficult to do this. The rider has but to be careful to take the pedal at its lowest point, or just before it gets there, as his weight on it after it begins to ascend will apply the brake. But this requires a knack, and is a little awkward at first; and many riders, after one or two unsuccessful attempts, give it up in disgust and try some other and easier method. It is a pity, for the pedal mount has much to commend it, being graceful and certain. When taking it the rider has absolute command of the machine from the time he gets his foot on the pedal, and to swing himself into the saddle is largely a mechanical act.

Coil Requires Little Care.

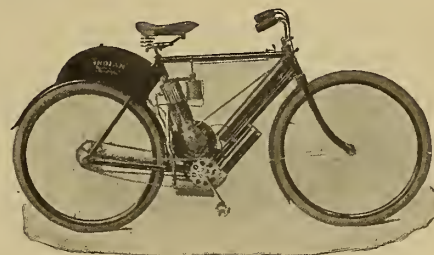
About the only attention the induction coil of a motor bicycle requires is to see that the terminals are kept quite clean on the faces where the wires are clamped, and that they are tightly screwed up; also that no dirt or dust accumulates on the surface of the insulating cover between one terminal and another. It is a good plan after seeing that the terminals and ends of the wires are quite clean and tightly screwed up to wrap them with rubber tape. This not only prevents them from getting dirty, but also tends to keep them from shaking loose.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. 

Looks are Deceitful

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THE NAME

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Made one.
It was pretty good.
Didn't satisfy us, though.
Tried again.
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Combined thoughts and efforts.
Results:

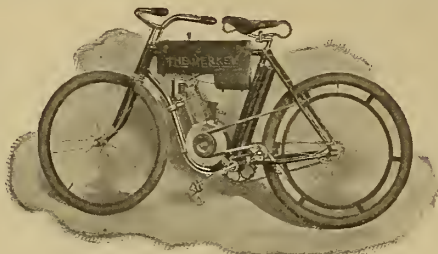
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Try one and be convinced.
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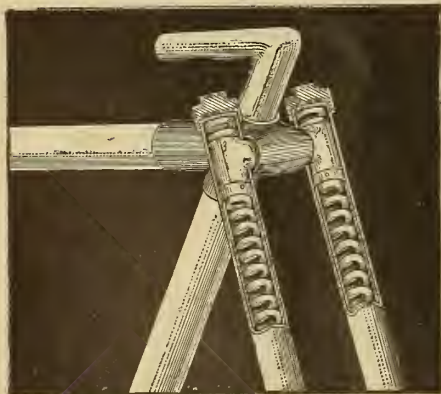
Rochester is recognized as one of the wheeling centers of the country
and a large riding public is naturally a critical buying public.

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The other half is distributed among a few wise dealers who recognize
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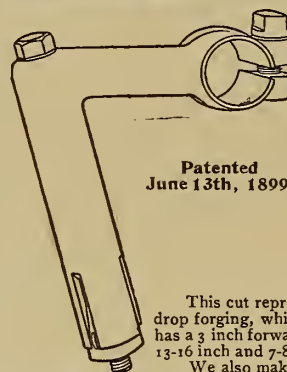
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Ideal Handle Bars and Extensions for 1903.

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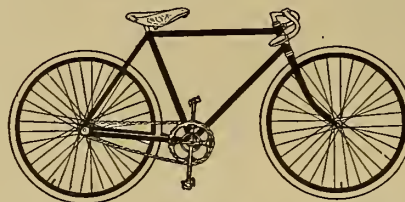
This cut represents our new medium price extension, made of one piece drop forging, which we sell as cheap as the casting now on the market. It has a 3 inch forward throw and 3 1-2 inch down stem. Made in 3-4 inch, 13-16 inch and 7-8 inch diameter.

We also make a medium price bar top out of laminated tube, which looks as good and is as strong as the seamless; with grips on you cannot tell them apart. We make them in all our shapes. Send for circular and prices of these goods, and also samples, and you will use no other.

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48 Hanover Street, BOSTON, MASS.

WEIGHT OF MOTOR BICYCLES

More Reasons why It Should be Basis of Handicapping—Lessons of Racing Bicycles.

With regard to the handicapping of motor-cycles by their weight alone, as was first suggested by The Bicycling World, and is now being advocated by E. H. Arnott, the English authority, the Scottish Cyclist says that the proposition "deserves to be supported on the ground that it must tend to maintain a racing bicycle free from complications, and places a tax on the overpowered cycles in this way; but, on the other hand, it offers a direct inducement to the ambitious maker to cut down weight to the failure point. If Mr. Arnott wishes to make motorcycle path racing attractive to the motor cyclist he will urge on the Automobile Club the necessity for limiting horse-power, in addition to handicapping by weight only. As Mr. Arnott would have it, the result would be merely altered to the hanging of the most powerful motor on the lightest cycle frame and fittings. Neither is of any real use to motor cycling. What we want indicated to us is the motor bicycle in which internal friction is so eliminated that with an engine of normal power, say 3 h. p. as a limit, fifty miles were covered in the hour. If horse-power

were limited the other matter would soon assert itself, for the only ways possible to increase speed where the power is fixed are to reduce weight or increase efficiency, or do both.

This is reverting back to the old difficulty found in determining accurately on the track the horse-power of a machine presented as a competitor in a race. There is no way of doing this with justice to all and escape the liability of being tricked by clever manipulators of the motor. It was to get rid of the complications and uncertainties involved in horse-power ratings that the plan of handicapping by weight was suggested. The Scottish Cyclist writer says that if horse-power were limited, the only way possible to increase speed would be to reduce weight and increase efficiency. If the classes were divided by weight the horse-power would be limited to the maximum that could be carried with safety, and thereby all around efficiency would be increased.

The point of fact that vitiates the contention made that weight would be cut down to the failure point is that experience has proven the contrary. In the making of racing bicycles the weight has always been cut down to the point of success.

The history of cycling is that the efficiency of the road machine has been increased by the mechanical wrinkles discovered in the evolution of racing machines. The weights of successful racing machines cannot be cut so low as to be unstable, although some

such may be made in the course of experimentation, before the balance of weight and power is found. The factor of safety must always be the first consideration, and the increase of power with reduction of weight must be within the limits of the safety factor. Given the limit of weight, the one problem then becomes to obtain the greatest efficiency possible, with all respect to safety. In striving for this ideal in the racing machine a great deal would be learned that could be used to advantage in the improvement of road machines and the constructional progress of the motorcycle roadster would go on in concomitance with that of the motorcycle racer, as was the case with the advance of the bicycle propelled by muscular energy.

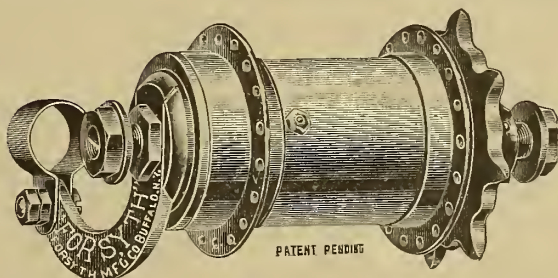
"The hanging of the most powerful motor on the lightest cycle frame and fittings," according to the Scottish Cyclist, is not of any real use to motor cycling.

Quite the contrary. When we can couple the most powerful motor possible on the lightest frame and fittings compatible with perfect safety the ideal of efficiency will have been attained.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

If you have not yet received a copy of The Bicycling World's twenty-fifth anniversary number it is not yet too late.

| | | | | | | | | | | |
|---|---|-------------------|------|------|----------------|-------------------|-------------------|---------------|---------------------|------------------|
| ★ | Star | Bridgeport | Star | ★ | | | | | | |
| Star | <p align="center">—1903—</p> <h2 align="center">B.G.I. PEDALS</h2> <p align="center">ONCE TRIED ALWAYS USED.</p> | | | | | | | | | |
| |  | | | | | | | | | |
| | <p align="center">ARE FAMOUS FOR</p> <table border="0"> <tr> <td><i>Quality</i></td> <td><i>Simplicity</i></td> </tr> <tr> <td><i>Durability</i></td> <td><i>Finish</i></td> </tr> <tr> <td><i>Easy Running</i></td> <td><i>and Style</i></td> </tr> </table> | | | | <i>Quality</i> | <i>Simplicity</i> | <i>Durability</i> | <i>Finish</i> | <i>Easy Running</i> | <i>and Style</i> |
| | <i>Quality</i> | <i>Simplicity</i> | | | | | | | | |
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| <p>THE MANNER IN WHICH</p> <h1 align="center">The Forsyth</h1> | |
|  | |
| <h2>Is Finding Increased Favor</h2> | |
| <p>this season, is additional evidence that merit <u>will</u> tell. The features of the Forsyth are such as must impress all who are capable of being impressed by merit. Do you deem yourself of the number?</p> | |
| <p>FORSYTH MFG. CO., - Buffalo, N. Y.</p> | |

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15 cents per line of seven words, cash with order.

WANTED—To correspond with some one that has a motor cycle complete, with a view towards manufacturing. Address B, BICYCLING WORLD.

WANTED TO BUY OR SELL—Second-hand motor cycles. Send us price and description. The RANDALL WHEEL COMPANY, Fort Wayne, Ind.

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WANTED—Everyone interested in motor bicycles to purchase "Motocycles and How to Manage Them." Contains 126 pages bristling with information. \$1.00 per copy. For sale by The Goodman Co., 154 Nassau St., New York City.

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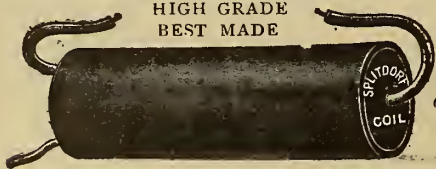
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BUFFALO, N. Y.

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GAS LAMPS, Etc.**

Write today for complete Catalogue.

THE E. H. HALL COMPANY (Incorporated),

Jobbers Bicycles and Supplies,

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You all know what the diamond stands for among
precious stones. You can't well afford
not to know that

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occupy the same plane among tires.

DIAMOND RUBBER CO., Akron, O.

Special Stampings
FROM
SHEET METAL

THE CROSBY CO., - Buffalo, N. Y.

Motor Equipment,

Applicable to any Motor Bicycle.

**THE A. CLEMENT CYCLE MOTOR
& LIGHT CARRIAGE COMPANY,**

HARTFORD, - - CONNECTICUT.

Novices Still in Evidence.

To hear some persons talk one would think that there were no more people to learn to cycle. Most people have learned at one time or another, and those who haven't don't want to learn, they say. But this is entirely too broad an assertion, and to prove it untrue one has but to keep a watch. There are no more riding schools, to be sure, with their broad expanse of floor and brave array of attendants. Nor is there any longer an army of beginners. The most that can be found are corporal guards, usually so split up that two or three at a time is a rare sight.

But a sufficient number of individuals forms a good aggregate and tells in the end. On retired asphalt streets in the cities and towns, on smooth lanes and roads in the country, people are still to be seen mastering the mysteries of the bicycle, and their task is neither easier nor more difficult than it was years ago, when they were numbered by the thousand. In nearly every case there are one or more teachers, pure amateurs, who work for love and rejoice if through their efforts the friend is turned into a full fledged rider. The ranks of the learners are confined to no age, but embrace all, or nearly all. It is a healthy sign, and one indicative of the enduring hold that cycling has on all classes.

Through Sleeping Car Line to Grand Rapids, Mich.

A Pullman Sleeping Car of latest construction is now attached to New York Central train leaving Grand Central Station at 4:00 p. m., daily, running through over the Michigan Central, arriving at Grand Rapids at 12:55 p. m., next day, connecting in Union Station for all points in Western Michigan. For information and sleeping car reservations inquire of New York Central Agents. ***

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With millions in daily use, it has stood the test for more than five years, and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

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Jobbers of Bicycle Sundries and Supplies,
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Automobiles

**The MOTOR
WORLD** Devoted to the
Automobile
& Kindred
Interests

WILL SURELY
INTEREST YOU.

It is published for the information
of the average mortal; no dic-
tionary of mechanical
terms is needed to
understand it.

PUBLISHED EVERY THURSDAY
AT 123-125 TRIBUNE BUILDING,
NEW YORK CITY.

\$2.00 PER YEAR.
10 CENTS PER COPY.

SAMPLE COPY ON APPLICATION.

The Week's Patents.

726,610. Bicycle Canopy. Martin Zech, Prairie du Sac, Wis. Filed Sept. 30, 1901. Serial No. 77,095. (No model.)

Claim—As an article of manufacture, a bicycle canopy adapted for attachment to a wheel axle of a bicycle, comprising a roof, a pair of uprights having their upper portions parallel and connected to the corners of the roof, the portions of the uprights below the parallel portions being converged and notched and adapted for removable engagement over a wheel axle of a bicycle, a cross brace connecting the uprights at the lower ends of the parallel portions, braces connected to the sides of the roof adjacent to the edge thereof and to the lower ends of the parallel portions of the uprights and additional braces connected to the lower ends of the parallel portions of the uprights, the last mentioned braces being converged downwardly and away from the uprights and having their free ends adapted to engage around to an upright portion of a bicycle and provided with perforations to receive a clamping bolt.

726,804. Toe Clip. Henry Stevens, Denver, Col. Filed Aug. 30, 1902. Serial No. 121,668. (No model.)

Claim—1. A toe clip comprising a plate whose forward portion is provided with hooks formed integral therewith and located on opposite sides of the centre, said hooks being bent gradually upwardly from the plate and terminating in abrupt inward bends adapted to engage the shoe between the sole and the upper, and arranged to prevent the toe of the shoe from moving forwardly, upwardly or laterally as long as the toe is held against the hooks, but having no clamping tendency, whereby the foot of the rider may be released from the pedal at will by a rearward movement.

When to Put off Until Tomorrow.

There is a time for all things—to work, to feast and to dance—even “to loaf” as Walt Whitman says, and take your ease. We have been told not to put off until to-morrow what can be done to-day, which is a very partial piece of wisdom—simplified by having been so long embedded in a smooth proverb. But it is often the truest philosophy to postpone until to-morrow many things that can be done to-day.

A good general doesn't necessarily attack his enemy the moment he sees him. He selects the opportunity when he can take him at a distinct disadvantage, which may be to-morrow and not to-day. The same principle of delay and choice of time rules in business affairs. No good salesman approaches the dealer whom he wishes to secure for a customer at an hour when he knows the circumstances are unfavorable. If he finds that it is past the dealer's dinner hour, or the dealer is ill and irritated, he simply retreats or keeps out of sight until a more opportune occasion. For it is much better to succeed to-morrow than to be defeated in your purpose to-day, remarks Joel Benton.

As a Substitute for Medicine.

“When medicine fails, try cycling,” is the advice the “Columbia Store” at Providence, R. I., gives to the readers of their advertisement in the daily papers.

No Bicycle

IS OF THE

HIGHEST GRADE

WITHOUT THE

**Cushion
Frame.**

RIDE

a bicycle with a cushion frame
and then try the other kind
and you will realize the
force of the assertion.

HYGIENIC WHEEL COMPANY,

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 25c.

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We make oilers for almost the entire trade. The quality of our oilers is unequalled.

CUSHMAN & DENISON, Mfrs., 240-2 W. 23d St., N. Y.

MANUFACTURERS, JOBBERS AND DEALERS!

KINDLY NOTE

That FRED. R. POWER, 79 Lake St., Chicago, Ill., can fill all orders on **LAKE SHORE SINGLE TUBE TIRES** promptly, on receipt of order. Write for Prices
FRED. R. POWER, 79 Lake St., Chicago, Ill.

NEVER LEAK

STOPS LARGE PUNCTURES.

This is the only fluid that can be legally used in pneumatic tires. Suits now pending.

BUFFALO SPECIALTY MFG. CO.,
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If you ride or sell,
 or intend to ride or sell
 motor bicycles

"Motocycles and How to Manage Them"

is the very book you need.
 Every page teaches a lesson. Every illustration
 "speaks a piece."
 And there are 126 pages and 41 pictures, too

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TWO FAST TRAINS

| | "Chicago" Special Via Lake Shore. | "North Shore" Special Via Mich. Cen. |
|-------------|---|--|
| Lv. Boston | 10.45 A.M. | 2.00 P.M. |
| Due Albany | 4.10 P.M. | 7.35 " |
| " Syracuse | 7.55 " | 11.23 " |
| " Rochester | 9.45 " | 1.15 " |
| " Buffalo | 11.40 " | |
| " Toledo | 5.55 A.M. | 8.25 " |
| " Detroit | | 3.15 P.M. |
| " Chicago | 11.50 " | |

"Chicago Special" has through Buffet Library Smoking Car and Dining Car to Syracuse and from Toledo to Chicago.

"North Shore Special" has Dining Car to Albany, and from St. Thomas to Chicago. Both trains run daily and are made up of the most modern and luxurious vestibuled Sleeping Cars running through to Chicago.

For other service west, time tables, reservation, etc., address

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TO THE LIVE MAN

interested in cycling who realizes the value of keeping informed
 about all that concerns it this blank will be hint enough:

THE GOODMAN COMPANY,

124 Tribune Building, New York.

Enclosed find \$2.00 for which enter my subscription
 to the BICYCLING WORLD for one year, commencing
 with the issue of.....

Name.....

Address.....

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, May 16, 1903.

No. 7

POPE IS PRESIDENT

Gallant Colonel at Last Fairly in the Saddle and is Ready to Ride to Victory.

Colonel Albert A. Pope is in the saddle—the bicycle saddle—once again. So far as their having any further effect upon the trade, the American Bicycle Company, and the American Cycle Manufacturing Company are utterly defunct. The Pope Manufacturing Company now controls the various plants of the American Cycle Manufacturing Company, and Colonel A. A. Pope is at the head of it.

The dummy president of the new Pope Company completed his term of usefulness on Wednesday, and on Thursday morning Colonel Pope took up the reins as the regularly installed president.

This marks the passing of the cloud that has hung over the cycling industry for the last four years. The new regime has begun and the signs of it are plentiful in the bustle about the offices of the late and unlamented A. B. C. in the Park Row Building, New York. There all has been astir during the last few days, and glowing countenances expressed the confidence felt in the restored leader and the hope there is for the future.

The vice-presidents and other officers have not been elected yet, and will not be until next week. It was deemed necessary first to place Colonel Pope in position to speak and act with official authority, and that done the affairs of the new concern began to move smoothly forward.

One of the first departments, if not the very first, to be put into working condition was the advertising and publicity department. An appropriation for advertising was made and placed in the hands of Nat Fowler, the Boston advertising agent. M. M. Gillam is the publicity promoter in New York. The several branches of this department will be under the supervision of R. L. Winkley, who has been the confidential secretary of Colonel Pope for years.

Colonel Pope has been saying for some months past: "I will say nothing and do

nothing until I am once more president of the Pope Manufacturing Company." Now he is there and he is both saying and doing things.

Toledo Retailers Organize and Fix Policy.

The Toledo, Ohio, retail trade has organized under the title of the Toledo Bicycle Dealers' Association, with these officers: President, B. G. Judge; secretary, Ray Sanberg; treasurer, Leo Showel; committee on constitution and bylaws, H. M. Bartlett, J. G. Swindeman, George E. Burdue, C. C. Zone, W. L. Dildine and Norman De Vaux. The object of the organization is, of course, to correct existing evils and to secure uniformity in charges for bicycle repairs by the adoption of a fixed schedule of prices for repair work of all kinds.

Williams is Made President.

Due to the retirement of President Alden, Harrison Williams, former general manager of the International A. and V. Tire Co., Milltown, N. J., has been elected to the executive position, J. C. Matlack, former sales manager, succeeding to the vacancy caused by Williams's elevation. Several minor changes in the staff of the company have also been made.

Will Work Under Royalty.

Apparently disheartened by its recent legal defeat at the hands of the Dunlop Tire Co., noticed in these columns a few weeks ago, the Clifton Rubber Co., makers of the Wapshare tire, have succumbed and taken out a license. Hereafter they will make the Wapshare tire under royalty, thus virtually admitting infringement of the Dunlop patents.

Davenport Dealers' Road Race.

On Thursday, June 4, the fourth handicap race of the Davenport (Iowa) Bicycle Dealers' Association will be run. The event is an annual one, open to amateurs only, the distance being 12 miles. Entries close June 2, with A. N. Rust, secretary, No. 327 West Third street, Davenport, Iowa.

Protective Committee Meets and Discusses.

The Cycle Trades Protective Committee was in session in this city during this week. The bottom bracket suit was, of course, the subject of discussion, concerning which nothing was given out.

AGAINST NEW DEPARTURE

Decision Reaffirmed Asserting Priority of the Copeland Coaster-Brake Invention.

In the apparently interminable fight over their coaster brake patents, in which the American Bicycle Co. (now the Pope Mfg. Co.) and the New Departure Mfg. Co. have engaged for the last three years, the New Departure people received another jolt and another setback from the Patent Office. They had appealed from the adverse decision of the examiner of interferences, and last week's defeat was administered by the examiners in chief, who upheld the lower tribunal.

The patent applications involved are those of Harry P. Townsend and J. S. Copeland, representing, respectively, the New Departure and the Pope interests. William Robinson, on his own account, had also filed an interference, but cut a small figure in the fight. The case was officially titled Interference No. 20,901, the question of priority being the one involved. Jenkins & Barker, of Hartford, appeared for Copeland.

The New Departure side appeared to rely on the memories of the witness, and attempted to fix the date of their invention by the alleged illness of Townsend in February, 1898, while the time books proved that he was at work in the factory all during that month and until May 11. It was the only evidence of a documentary character presented, and naturally did not help their case. In reviewing the testimony the examiners in chief said:

"In an attempt to excuse the absence of record evidence A. F. Rockwell testifies that the New Departure Bell Co. had no system of recording and preserving data in relation to inventions originating in the factory during the period of development of the present invention, and employed no draughtsman as such until the year 1900, and up to that time had made no provision for preserving drawings or adopted any system whatever looking to their care and preservation; that none of the drawings made by Townsend from time to time have been found, although

(Continued on page 232.)

COL. POPE BREATHES FIRE

Signalizes his Return to Power by an Impassioned Talk About Things in General and his Beliefs in Particular.

Colonel Albert A. Pope is in fine spirits and as blithe as a two-year-old. He looks much younger than he has for years, and acts as of he was. In fact, he said to the *Bicycle World* representative: "I have a birthday next week—sixtieth—but I feel like forty, and I'm good now to last long enough to do all I have planned."

With the flight from its nest of the newly fledged Pope Manufacturing Company, the old policy of secrecy and non-communicativeness fell away as a mantle, and frankness became the order of the day. Installed at the head of the new company, Colonel Pope was not only willing to talk to the newspaper men; he sent for them. When they arrived at his office in the Park Row Building, New York, they found the Colonel bubbling over with geniality and enthusiasm. He talked freely of old times and the prospect for the new. He arose, extended himself, gesticulated and pounded the desk with his fist to emphasize his remarks in a manner characteristic of his happiest moods. He was sanguine, earnest and forceful, and impressed his hearers with the fact that the restoration of Colonel Pope to the head of the business truly means a renaissance in cycling. "Men, not things," has been a motto of the Colonel's and he dwelt emphatically upon the success of every business depending upon the leader.

"I don't know much, but I do know how to handle a business!" he exclaimed. "I am a merchant through and through. I could not make a bicycle if my life depended upon it, but I know how to have them made and how to sell them." Continuing, he said:

"Starting at this time of the year, when, as a rule, bicycle manufacturers are heavily in debt, we owe no one a dollar, and have plenty of money. We propose to do business on business principles, as I did of old, but you can bet that there will be no bicycles sold at a loss. If we did that we would not have any money to spend for advertising, and I will not be entirely happy until I am once more the biggest advertiser in America. The bicycle business has fallen off, yes; because every one tried to kill it. They made the cheapest and trashiest wheels they knew how, and sold them for what they could get, and spent no money

in advertising, and themselves helped to start the talk about bicycling being dead. I made a million a year before I went into the trust, and since then I have not made a dollar and have lost millions."

"I haven't any cut and dried plans. If I had, I wouldn't give them away. It is not good generalship on the field of war or in business to advertise what one is going to do. Besides, any plan is held subject to change with changing conditions. What is good business policy to-day may be a misfit to-morrow.

"Let me, then, say briefly that I prefer to stand on fulfilment rather than promise. What I have done is the best assurance I can give of what I will try to do or am likely to do.

"I have sought, in the past, to run the bicycle manufacturing and selling business on sound business principles. I have tried to let no chance slip to promote and expand it. I have pushed through every opening in sight and never stopped searching for new ones. I have worked year after year for the extension of good roads and tried to forward in every way the interests of the League of American Wheelmen and of riders generally in every country. I have never aimed to get ahead by pushing others down. Stirring competition is a constant spur to improvement and to the advance of an industry in popular appreciation and demand I have tried to keep faith with the public and do as I would be done by.

"In the Pope Manufacturing Company's works at Hartford, we have had mottoes that we tried to live up to: 'One for All—and All for One'—'Men not Things.' In no works in the world, I think, were there ever more willing and able workmen. This was to be seen in their output, for it might be said of our standards in the words of old Ezekiel, 'the spirit of the living creature was in the wheels.'

"We never expected to sell our wheels—no matter how good they were—without telling people what we had to sell. So we advertised from the start in the daily and weekly papers and magazines, and we kept on spreading our advertising, and the more we advertised, the more we sold. Nobody can value more highly than I do the service of printer's ink in arousing and fixing public interest and creating a demand. I would as soon try to pull myself up by tugging my bootstraps as to try to pull my business up without advertising.

"I am not worrying over the 'sickness' of the bicycle business. A healthy recovery is bound to come with common sense treatment. The bicycle is indispensable. It will carry weight with less resistance and travel faster with less power than any other form of vehicle. Legions of riders are using it to-day for cheap and swift conveyance, inspiring exercise and sport. Its use is sure to grow with the spreading of good roads and the growth of population, regardless of any caprices of fancy or fluctuations of demand. It will appeal more and more

strongly to women—with the certain extending of their outdoor exercise—for no recreation, at their ready command, is so healthful and exhilarating.

"Out of fashion! Who put it out? It's a standard thing now—not the novelty that attracts for a fleeting season. Were Prince Henry of Germany and his wife ruled out of fashion, the other day, when they were riding two new Columbia chainless bicycles in one of the Berlin public gardens and were held up for running their wheels on the sidewalk out of the mud? Was there ever so big an attendance at bicycle races as there has been in Madison Square Garden this December, in the six-day contest? Who can shut out of fashion what princes purchase and crowds applaud?"

The Colonel then told the story of how the teacher of a class of girls asked every one who was taller than her mother to stand up, and all the class stood up; then she asked all those who were taller than their fathers to stand up, and half the class stood up; finally she asked all those who rode bicycles to stand up, and again the whole class arose. Then the teacher told them the reason they were taller than their fathers and mothers was because they got plenty of good outdoor exercise on bicycles.

In reply to questions Colonel Pope said that all of the brands of bicycles now being made by the American Cycle Mfg. Co. would continue to be made, but that the Columbia would be the leader always. The automobile branch of the business, under the International Motor Car Co., he said, will be pushed energetically and rapidly enlarged. When asked about good roads work the colonel replied that he would do more in that line than ever. He prophesied the day when there would not be a horse seen in the streets; he said that the New York and Chicago highway would soon be completed, and that a pet scheme of his which would some day be realized is the building of an elevated roadway and promenade for bicycles, pleasure automobiles and pedestrians around Manhattan borough, up one side and down the other, with separate roadways for each class of travellers and no limit as to speed, because all would be travelling in the same direction. On this promenade, said the Colonel, "if Colgate Hoyt has an automobile that will go fifty miles an hour he can go it, and if I come along with one that will go sixty miles an hour I will pass him, and there will be no one to say 'nay.'"

With regard to bicycle racing, Colonel Pope said it does a great deal of good to the trade, and he believed in encouraging it. The Pope Mfg. Co. will, he said, support a racing team on the circuit this year.

In answer to a question as to the first essential in selling a good bicycle, Colonel Pope responded, "Advertising!"

"What is the second essential, then?"

"Big advertising!"

"And the third?" The reply came in a thunder tone:

"Bigger advertising!"

ENTER THE NEW MORROW

Elmira Concern Uncovers its Latest Coaster-Brake—Screw and Wedge Principles Used.

While uncovered only this week, it has been known for several months that a new Morrow coaster brake was soon to be placed on the market. For reasons of their own, however, its makers, the Eclipse Machine Co., Elmira, N. Y., have held it back until now. With plans fully matured and the device exhaustively tested, they now launch it in the full confidence that it will receive, as it merits, the same popularity that was accorded the old Morrow, the daddy of coaster brakes.

Although now marketed for the first time, there is nothing experimental about the new Morrow device. A series of exhaustive and thoroughly unique tests have been applied to it for months, the purpose being to detect the weak points if any existed. These tests were of two kinds—on the road and on a specially prepared track constructed in the factory. This track measures sixteen laps to the mile, and riders using it had to apply the brake three times to each lap. The new Morrow has been ridden on this track over 2,200 miles, thus giving over 100,000 applications of the brake. The brakes that have been given this test are said to show absolutely no wear whatever.

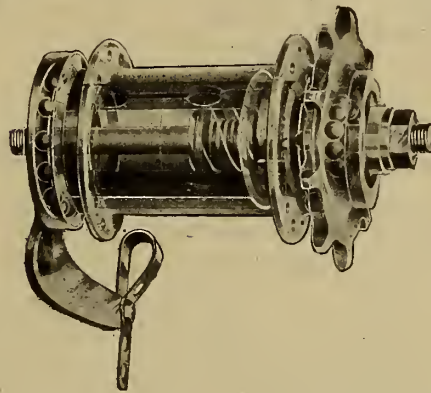
As the illustration shows conclusively, the device is a handsome piece of work. In appearance it is, save for the brake arm, indistinguishable from the plain hub—thus following the tendency to get away from the unsymmetrical appearance that marked most of the early devices of this kind. The flanges are alike with a straight barrel between, the latter being of generous proportions. Ample room is thus provided for the coasting and braking apparatus, without, as in the old Morrow, being obliged to have one side of the hub bell shaped.

If the exterior of the new Morrow is clear cut and businesslike, its constructional details are no less admirable. Simplicity, positiveness and efficiency are the qualities aimed at, and, as the tests make clear, obtained. The device coasts on balls, but there is no strain on the balls when the sprocket is locked in forward pedalling. Back pedalling applies a most powerful brake, sufficient to bring the machine to a stop on the steepest hill.

Two mechanical agents as old as Archimedes—the screw and the wedge—have been employed in the construction of the new Morrow, and the methods of applications are marvels of simplicity and reliability. As the appearance of the hub differs radically from the old hub, so the internal mechanism has likewise been completely changed. A case, or sleeve, 1½-inch in diameter and 2¼ inches long, is expanded from the right hand end to lock or wedge

the sprocket wheel and permit pedalling, and from the left hand end to apply the brake. Contact is had over its entire surface while braking, and tremendous effectiveness is obtained with the application of but slight power.

One end of the spindle that carries the sprocket has a spiral or screw. Mounted on this spiral is a nut with double wedges on each end, which mate with a split ring that is inclosed in the case, which rotates with the hub. This case has a lateral movement, and is split on one side and expanded right into the hub by the action of wedges in the split ring. In this position the case is locked fast to the shoulder of the spiral, thereby taking all pressure from the balls and enabling the rider to pedal forward. Reversing this movement, the nut enters a stationary case with a corresponding split



ring, and the wheel coasts. Continued pressure applies the brake through similar wedges on the outside of the case, which expands a brake sleeve. This brake sleeve is a whole, but slotted from both ends, where wedges moving in opposite direction cause the sleeve to expand equally over a large area, thereby allowing the rider to secure plenty of braking capacity with but little power. The taper design for a braking sleeve has been abandoned, a straight friction being substituted, covering a large surface that insures great durability, safety and ease of operation at all times. The brake arm is opposite the sprocket side, and is held stationary by being clamped to the frame in the usual manner.

The construction of the hub makes its assembling a very simple matter. It is not only easy to put together, but it cannot be put together wrong. By simply removing the cone from the sprocket side the device separates into three pieces and is then easily examined.

To assemble the hub should be held in the left hand and the sprocket group inserted with the right hand. The parts should then be inverted, thus bringing the sprocket to the top; the sprocket should then be turned to the right until it drops into place. Continuing to hold it in the right hand, the left hand, or brake parts, should be inserted, then turn over to bring the brake arm to the top, when turn to the right again until the parts drop into place. It is not necessary to use

any pressure during these operations, as the parts drop easily into place if held in the proper positions, as described.

Only one Class in Coasting Contest.

In the annual coasting contest of the Metropolitan Cycling Club, of this city, which this year occurs on Saturday, June 6, there will be no distinction made between bicycles with fixed gears and coaster brakes.

Last season, because it was supposed that the fixed gear had a slight advantage, a special heat for each class was arranged, and all preconceived notions were upset when a wheel fitted with a coaster brake not only won the contest by a wide margin, but fully half of the thirty prizes were won by other bicycles equipped with that zestful and labor saving device. As a result all types of bicycles will start on an equality. The prize list for the event includes some thirty articles, headed by four of the highest grade bicycles on the American market—a Columbia chainless, a Racycle, a National and a Yale. Entries will close on June 1 with R. G. Betts, P. O. Box 649.

Free Bicycles and Insurance.

Who wants a bicycle free? Don't all speak at once, and don't think this is a "skin" game. It is an easy matter, as the Bicycling World man learned. Replying to a seductive little advertisement in a New York daily, which stated that a bicycle could be obtained gratis, the following answer was received from an agent of a large life insurance company: "As you can see, I'm in the insurance business. Will you insure your life? If so, you can have the above bicycle. What do you say?"

The Bicycling World man hasn't said anything yet. But here's a good chance to obtain a \$30 or \$40 bicycle without any other expenditure than a thousand dollars or so in insurance premiums. How many wish to avail themselves of the opportunity?

Snapping up Second Hands.

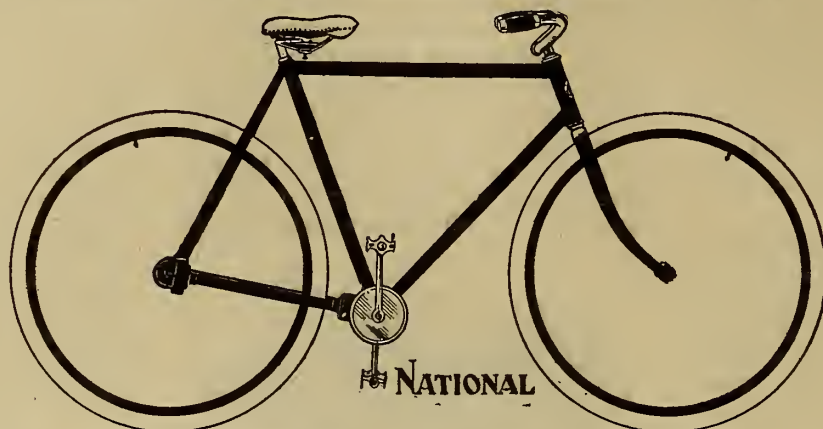
The demand in this vicinity for second hand bicycles during the last two weeks has been inexplicably brisk. Three dealers who had calls that could not be met applied to the Bicycling World for information and assistance. Elliott Mason, the Columbia veteran, and always a good trade gauge, confirms these conditions. He has not an old wheel in stock.

"In fact," he said, "we rarely keep them any length of time. We have a waiting list of people who wish to be informed when good second hand wheels turn up, and this prevents an accumulation. We get good prices, too. It is no trouble to get \$15 for a good chain wheel and \$35 for a chainless."

D. Lon Spraker, one of the heads of the Kokomo Rubber Works, has become a motor bicyclist, a Merkel being his mount. He has had a full line of experiences, some of which his friends say he does not dwell on.

Over 4000 in One County in Michigan

Wherever there is a bicycle ridden you will find a NATIONAL. In every community there are some discriminating riders who select the best.



The Chainless National is unlike any other. It is simpler, more compact, lighter and, above all, more durable. You will never regret it if you buy one. There are eleven other models to choose from if you do not want a chainless.

NATIONAL CYCLE MFG. CO., - North Madison Ave., Bay City, Mich.

**The best machine built
will not be the best
unless equipped
with**

FISK TIRES

THEY ARE MADE TO LAST.

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604 Atlantic Ave.

SPRINGFIELD,

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NEW YORK,

83 Chambers St.

PHILADELPHIA,

916 Arch St.

CHICAGO,

52 State St.

SYRACUSE,

423 So. Clinton St.

BUFFALO,

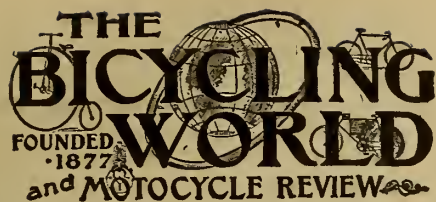
28 W. Genesee St.

DETROIT,

254 Jefferson Ave.

SAN FRANCISCO,

114 Second St.



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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MAY 16, 1903.

Enter the Racing Season.

The racing season is at hand. The fact is not regarded as being of as much importance as formerly by manufacturers and dealers. It should be.

The influence of the competitive or truly sporting phase of any recreative pastime upon its popularity is greater than the intrinsic merit of the exercise. It is the part that attracts public attention. It is the part that gains publicity for the pastime, and therefore the part that keeps it in the eye of possible recruits. The competitive end of skating, rowing, golf or cycling is what expresses its youthful qualities; it is the end at which the exuberance escapes; it is the feature that inspires.

Bicycle racing does not recruit the middle-aged men and women who take to the exercise because they have livers, but it does recruit from the ranks of youth and upon the young, enthusiastic riders depends the life of the sport. Persons who become interested in cycle racing, first because it is racing,

soon become interested in cycling. The race-track is the great inspirator. It creates and renews more enthusiasm than a hundred prophets with months full of platitudes.

Cycle racing as it has been developed and is now pursued on small tracks, on which the shifting positions of the men can be easily watched, is to-day much more attractive than it ever was. It is as clean a competitive sport as exists. Under improved rules and with the high speed that has been developed by the men, it is an exhilarating and fascinating sport. It is exciting enough to interest those who are not interested in bicycle riding, and the general public should be induced to attend more largely.

The bicycle trade does not take the interest in racing that it should. It does not appreciate how a lively and successful racing season quickens every one and helps trade. It is good business to help promote the sport, to help the managers of meets, to assist as much as reasonable in improving the prize lists, and it is good business to attend the races, mingle with the sport purveyors and be known by name to the public.

The racing season is open. Let the sport be boomed!

A Success and its Lesson.

The two speed gear, as applied to the chainless bicycle, has now been in sufficient use to amply verify all that the Bicycling World has so many times said regarding the variable gear.

Those who are using it are almost to a man enthusiastic in their praise, and the only cause for complaint that those who make it can have is their inability to cope with the demand. The reception accorded the gear amply proves that cyclists are not as insensible to new and good things as many have believed, and that the class is sufficiently numerous and sufficiently able and willing to pay an extra price for an added feature to make it worth catering to.

It is a source of regret that but one manufacturer has moved in that direction, and then with but the chainless type of bicycle. It, however, leaves the field open, and thus early in the year, and while next season's models are just being thought of, we cannot but strongly urge all manufacturers intent on advancing their interests and the pleasure of cycling—and incidentally on obtaining better prices for their goods—to consider well the variable gear, whether it affords but one, two or three changes. It deserves their

attention, and their earnest attention, from whatever standpoint it may be viewed.

To quote the words of one who has used a gear of the sort for nearly three years: "It is a boon in every sense; it offers greater variety and agreeable change in cycling; it lessens labors when one feels out of sorts and disinclined to exert himself, and reduces hills and minimizes headwinds, while in riding in traffic or over rough or sandy roads or at night the ability to use a low gear is of greater benefit than most cyclists realize."

How Many Lines?

Occasionally a dealer asks himself which pays him the better in the long run—to concentrate his energies on one make of machine or to carry several and endeavor to catch extra trade through the diversity of his lines.

There is a great deal to be said on both sides. The one-wheeled man draws to his store only two kinds of customers—those who go there for that particular wheel and those who enter the doors merely because it is a bicycle store and they are looking for bicycles. The dealer with a number of lines, on the other hand, draws all who are favorably inclined toward the different machines he sells. In other words, the addition of each new line brings fresh customers to the store; and it then becomes a matter of persuasive qualities to induce them to buy.

The above view is the one that used to be taken, and is still entertained by no small number of dealers. On its face it seems to be a policy decidedly superior to that of stocking only one make of machine. But the superiority is more fancied than real.

There is the disadvantage of running a number of accounts instead of one. That is a considerable item, especially when makers are jealous of each other and think that their lines should be pushed ahead of others. They seek to hold the dealer responsible for this, when as a matter of fact he is not. Frequently with the best intentions in the world he will fall behind in sales, customers preferring another machine that he handles and he not daring to discourage them. Prices and discounts cut some figure in the matter, too, and influence both the seller and his customers. The former frequently gets so mixed up in his efforts to preserve the balance between the respective accounts that he scarcely knows which way to turn.

For these reasons the practice of carrying a large number of lines has been done away

with almost entirely. The most a dealer will now do is to contract with three or more different concerns, and he will prefer to make use of the smaller rather than the large number.

With a single leader, which can with advantage be flanked with one or two lines that do not directly conflict, the majority of dealers are very well satisfied. They can plump for it with might and main, freed from the necessity of having to split hairs between several machines that they are trying to do justice to. This frequently weakens their efforts, and in the endeavor to convince the prospective purchaser that all the machines are equally good their arguments fall to the ground, and they end by failing to convince him at all.

A Dozen Years of Chains.

The almost magical change that has taken place in chains during the past dozen years is seldom fully appreciated. Figures alone tell the story in a very lame and inadequate way. To merely state that in 1890 or 1891 chains measured $\frac{1}{2}$ inch in width, while now they are 3-16 inch and sometimes $\frac{1}{8}$ inch, is little short of ludicrous. But put a chain of the first named size alongside of one of the latter and the proverbial pikestaff is outdone in plainness.

Many riders fail to realize that chain widths are calculated from the inside of the sideplates. A 3-16 inch chain, for example, has a block or roller 3-16 inch wide, and this means that the sprocket wheel toooth is, approximately, the same width. If an old-time sprocket wheel with teeth $\frac{1}{2}$ inch wide were substituted for the present thin plates the difference would again be strikingly revealed.

For quite a while, following the reduction of weight era, the $\frac{1}{4}$ -inch chain was the popular size. When, about 1895 or 1896, the 3-16 inch size made its appearance there were many doubts expressed as to its efficiency. For a considerable time these doubts seemed justified. The 3-16-inch chains broke right and left and the trade and public were for awhile kept on tenter hooks, not knowing whether a return to the $\frac{1}{4}$ -inch size would have to be made or not. As it turned out, this was not necessary, for the experience gained the first year enabled makers to turn out chains that would stand up all right. Since then the $\frac{1}{8}$ inch chain has come into extensive use, and it, too, has proved entirely satisfactory.

It is a curious fact, that in all this advancement the sideplates have been subject to little or no change. The same width plate that went with the $\frac{1}{2}$ -inch block of the early '90's is found on the 3-16 and $\frac{1}{8}$ inch chain of to-day. It is the block that has been reduced in size, the choice of steel and improved processes of manufacture ensuring for it always as great, and frequently greater, strength than was found in the old ones of double the size and weight.

Furthermore, it is the sideplate that has always been the stronger of the two principal parts of the chain. The $\frac{1}{2}$ -inch blocks used to break, just as the $\frac{5}{8}$ inch, the $\frac{1}{4}$ inch and the 3-16 inch did in their time. But then, as now, it was rare for a sideplate to give way. The strain seems to come on the blocks, and no matter how cunningly they are shaped or how carefully the steel is selected, the breaking strain test reveals the fact that the block is still the weaker part.

Facts are not Necessary.

There are some space fillers with fervid imaginations on Long Island. The century run of the Alpha Motor Cycle Club on Sunday last gave them a rare opportunity, and they made the most of it with the result of "Worse Than Devil Wagons" headings in the Brooklyn papers. The space fillers saw "58 terrifying motor bicycles keeping in a body" fairly burning up the roads, their "cluck-cluck" scaring men, women, children, chickens and dogs and then "racing home for a special prize." The trifling facts that only 41 men started and that there were never more than two of them "in a body" for more than four consecutive minutes and that the "racing for home for a special prize" was done by a century run of 125 riders on motorless bicycles, were not permitted to interfere with imagination when it brings a round price per column.

A cyclist was killed on Jamaica avenue, Brooklyn, last week, due to running into one of its network of holes. If ever there was cause for action the young man's relatives have cause. The avenue has been a disgrace to civilization for years, and this despite the fact that the Associated Cycling Clubs of Long Island have repeatedly called the attention of the city authorities to it and received repeated promises that repairs would be made.

Vagaries of a Throttle.

Seemingly unaccountable vagaries of motorcycles are sometimes susceptible of a very simple explanation, after the trouble is discovered.

"For weeks I labored over a machine that defied all known laws," says a rider, who cites a case in point. "It bore an excellent reputation, but in practice it quite failed to sustain its good name. It was hard to start—that I put down to bad gasoline. It would travel well at times, and then its pace would drop off. It would climb hills splendidly one day; the next it would go half-way up and then suddenly stop at a point where the gradient was easiest. Try again, and it would gallop up the same hill. On the level it would travel splendidly for a mile, and then the explosions would get gradually weaker. Open the throttle to the full, and it would instantly jump into its best pace and keep it up for another mile, only to slow down again. Close the throttle and again its pace would return. Advance the spark to the full and it would stop instantly.

"To discover the cause of the latter peculiarity was not a very troublesome matter—the sparking advance lever came in contact with the crank case and caused a short circuit—but the eccentricities of the throttle remained a mystery until the throttle was taken asunder and examined. The gas was throttled by closing five pear shaped holes in a plate. But the inner plate, which should have been a fixture, had worked loose in its bearings and turned with the vibration, thus automatically throttling the gas. It took a considerable time to discover the cause of the extraordinary eccentricities, but the labor was not in vain."

Fine Weather and its Harvest.

The long spell of magnificent weather that has prevailed appears to be having its effect. Each succeeding Sunday has witnessed a marked increase of riders on the roads in and around New-York, the outpouring on Sunday last closely resembling the boom days. The cycle paths were almost uncomfortably crowded, the number of women riders in evidence being particularly noticeable.

Hold up of Cleveland Motorcyclists.

The City Solicitor of Cleveland, Ohio, last week suddenly saw a chance to add a few dollars to the city treasury and seeing it promptly ruled that motor bicycle were amenable to the law applying to automobiles and requiring that they be licensed and tagged. He accordingly called on the Chief of Police to arrest all motor bicyclists who fail to display license numbers on their vehicles.

A moonlight century on August 1 is carded by the Alpha Motor Cycle Club, of Brooklyn. It will be the first event of the sort run in several years.

CROWDS ON CENTURY RUNS

Alpha Motor Cyclists, Century Road Club and Bay View Wheelmen all Score Successes.

A signal success attended the first effort of the Alpha Motor Cycle Club of Brooklyn to hold a "Century Endurance" run last Sunday. The route was from the Alpha clubhouse, in Brooklyn, to Patchogue, L. I., and back, a total distance from the starting point of 117 miles. The endurance feature consisted of having the competitors ride on a schedule which prohibited them from leaving any one checking station for the next one ahead of the time fixed. The schedule was arranged so as to allow sufficient time between the checking stations to render scorching unnecessary, the officials of the club being desirous of avoiding any friction with the authorities. In consequence, there was no racing, no arrests nor any attempts at any. This did not prevent the "space grabbers" of the daily papers concocting a story sensational enough to insure publication to the effect that the riders were hounded by deputies and constables, and only escaped arrest by keeping in bunches so that no one offender could be singled out. Stories of thrilling smash-ups also helped to color the accounts in the dailies, when as a matter of fact the mishaps were few and not of series character.

The success of the whole run is summarized when it is stated that there were just 41 starters, and of these only three failed to cover the course and finish the ride of 117 miles, while 19 qualified for medals by finishing within the limit of seven hours. The best time made was 6 hours and 30 minutes.

Those who qualified for medals, given in the order of their finish, with their club affiliation, and the make of bicycle they used are as follows:

James R. Ready, Alpha Motor Cycle Club, Orient; Samuel McSkimin, N. Y. Motor Cycle Club, Orient; W. F. Mann, Alpha, Orient; Captain Roland Douglass, N. Y. M. C. C., Autobi; Andrew Wallace, Alpha, Merkel; Woodman Ready, Alpha, Orient; William Ready, Alpha, Orient; David D. Miller, N. Y. M. C. C., Merkel; George P. Jenkins, N. Y. M. C. C., Marsh; S. Gould, unattached, Indian; J. E. Oest, N. Y. M. C. C., Werner; C. S. Mankowski, N. Y. M. C. C., Mitchell; E. J. Willis, Alpha, Merkel; A. J. Bendix, N. Y. M. C. C., Orient; F. Schebe, Alpha, De Dion tricycle; Will R. Pitman, Alpha, Hefelfinger; Al. Marthens, Alpha Orient; David R. Thompson, Alpha, Orient; Dr. D. L. Parker, Alpha, Orient.

The only accident, in which any one was much hurt, occurred at Lynbrook, when W. E. Baker, of New York, ran into the rear wheel of the bicycle ridden by Dr. D. L. Parker, of the Alpha Club. Both were thrown, but Dr. Parker and his machine were unhurt, while Baker sustained a broken wrist and his bicycle was broken.

There were 82 entries for the run, and among the forty-one who started at 9:20 a. m. the different makes of motor bicycles were distributed as follows: Orient, 18; Merkel, 7; Thomas Autobi, 4; Mitchell, 4; Indian, 2; special, 2; Werner, 1; De Dion, 1; Maish, 1; Hefelfinger, 1.

R. L. Young captained the run.

One hundred and twenty-three cyclists took part in the seventh annual spring century run of the New York State Division of the Century Road Club of America over the Long Island roads last Sunday, and nearly all completed the trip without an accident. Ten prizes were offered for the first ten riders of the fast division to finish in a race home that started from Hicksville, 38 miles out. The start was made from Hicksville at 2:41 p. m. The first three to finish could have been covered by a blanket. The ten prize-winners, with the time of their arrival at the finish, are as follows:

| | Time. | | Time. |
|---------------------|-------|--------------------|-------|
| Charles Mock..... | 4:30 | F. Gebhardt..... | 4:34½ |
| J. Kopsks..... | 4:30½ | O. J. Stieh..... | 4:35 |
| W. B. Ferguson..... | 4:31 | J. Winter..... | 4:35½ |
| F. E. Kirchner..... | 4:33 | G. Holzhaue..... | 4:36 |
| George Weirich..... | 4:34 | J. Cappucilli..... | 4:36½ |

The start was made from the Bedford Rest, at the corner of Bedford avenue and the Eastern Parkway, Brooklyn, the first regular division, with forty-one riders, leaving at 6:30 a. m. The second division, with forty-seven riders, started at 7 a. m., and was followed at 8:30 a. m. by the fast division, numbering thirty-five riders. The route was as follows: Bedford Rest, Coney Island, Richmond Hill, Valley Stream, Hempstead, Amityville, Hicksville (dinner), Massapequa, Lynbrook, Jamaica and Bedford Rest.

The Captain of the run was Wilson Higinson, and the pacemakers were as follows: First division, Charles Shoewart, chief pacemaker; D. J. Elliott and G. W. Seaward, assistants; second division, Chas. S. Schnepf, chief pacemaker; J. E. Gregorie and W. G. Meister, assistants; fast division, Fred Gebhardt, chief pacemaker; F. E. Mommer and A. G. Armstrong, assistants.

The century run of the Bay View Wheelmen, held last Sunday, proved to be the largest that has ridden out of Newark since the old days of the Associated Cycling Clubs of New Jersey, when the Garden State was favored by wheelmen for century runs instead of Long Island. The run was the largest the Bay View Wheelmen ever held, and it speaks well for the freshly aroused interest in cycling, when one club can elicit 91 entries and have 82 riders qualify for medals at the finish, as was the case on Sunday. One man, W. Riley, qualified after riding 65 miles with one pedal, his other having broken on the outward trip.

"How to Drive a Motorcycle." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

CYCLING ON JEKYLL ISLAND

A Millionaire's Resort Where the Bicycle is Greater Than the Horse—Hunting Awheel.

Some folks sit in the big cities and look out on the rough streets, crowded with wagons and carriages, and remark that "cycling is dead," and that anyhow the society element has deserted it. They do not know that their remarks are attributable wholly to pitiable ignorance. Down at Palm Beach, at Jekyll Island and at Lakewood, where the best of the social set winter, the bicycle is playing a more important role than ever in their daily life of recreation.

At Jekyll Island particularly, there is a study for the pessimists and the croakers. This private wintering place, on an island fourteen miles long, located about twenty miles off the coast of Georgia, is owned by the Jekyll Island Club, and open only to its members and their families and friends. There the bicycle is in daily use by almost every one, young and old. It is used more than horses are, and the people who use them are of the ultra wealthy set.

A broad shell road runs across the island at about the center of it, where the cottages are thickest, and from this main cross road there is one bicycle path running to the south end of the island and another to the north end, emerging on the beach. The former path was built by J. W. Rockefeller, and the latter by Edwin Gould and Gordon McKay jointly. The island is heavily wooded and the winter residents ride on the cycle paths, sheltered by the woods, to either the north or south end of the island, according to the direction of the wind and return along the beach, scudding before the breeze. A constitutional ride is taken every forenoon by the majority and many of the younger element go cycling twice a day. It is quite the thing there, too, for both men and women to take a gun and mount a wheel to go hunting quail, pheasants or other birds and deer.

So great is the use of the bicycle that with only a couple of dozen families on the island there are more than a hundred bicycles in commission, many keeping a "stable" of them. Edwin Gould, for instance, had eight there this winter. A bicycle manager who has several assistants is employed by the club to take care of the machines and keep them clean and in repair. This manager is W. H. Pedersen, the old-time rider and dealer, who has recently returned to New York from there and reopened his store at No. 292 Eighth avenue.

Among the club members at the island during the past winter and spring who are earnest cyclists, were: Edwin Gould, Mr. and Mrs. J. W. Rockefeller, Joseph Stickney and Mrs. Stickney, William Struthers, H. K. Porter of Pittsburgh, C. Ledyard Blair, Miss Bliss, daughter of C. N. Bliss; Charles Lanier, president of the club, Frederic Baker, John Claffin, Colonel Edmund Hayes, J. J. Albright, Walton Ferguson, Jr.; George H. Macy, Franklin D. Pelton and E. T. H. Talmage. The families of all these members ride; in fact, the women are greater cyclists than the men at Jekyll Island.

THE ALTERED "DRUMMER"

How the Traveling Man and his Ways Have Undergone a Remarkable Change.

No profession or occupation has shown more remarkable changes in the character of its members than has that of the commercial traveler in the past twenty years. From the "jolly time" apostle of the early eighties to the thorough-going business agent of the present day is not a long era, but the difference in the type of men is great. The commercial traveler of to-day talks business from a strictly business standpoint, his visit is on business and for business, and when the deal is completed he is gone. The old "high roller" did not exactly consider business a side issue to the main result of his trip, but he too frequently subordinated it to a two weeks' lay off for refreshments or a general round up with kindred ones.

This is not saying that the traveling salesman of those days was entirely the same for his "high roller" business methods, says a contemporary. A two days' "time" with a customer was as often the result of the customer's ideas of doing business as any falling from grace on the part of the traveling man. The character of the commercial traveler has changed partly because of like changes in the trade. The merchant of to-day is more of a business man than the merchant of twenty years ago. He does not expect a case of champagne to accompany every order for ten cases of merchandise. While the old idea continues to rule in some parts, most merchants realize that it takes a clear head and all the hours they can crowd into a day to properly care for their affairs. They are attending to business in business hours, and they prefer to buy goods of a traveling salesman of like habits.

Yet there is a grain of regret in viewing the passing of the old-time traveling salesman. He was a pioneer. He drove over country roads where the latter-day business agent rides in Pullmans. He had his trials, tribulations and good qualities as well as his faults. He did his part toward making the "Great American desert" blossom. He was the cheer of many a hamlet and his stories are repeated in many of them to this day. He faced hardship. He spent his money as if it were common, vulgar, old iron, and he will not be soon forgotten.

But a new era has replaced him with an army of energetic men who talk little but brands, figures and profits; a clean cut type which expects to become merchants, landowners, promoters, brokers, or anything else within the range of a reasonable ambition. True there are some who fall below the standard, but they reach their proper level ultimately and drop out. With the increase in big industrial combinations, there may be

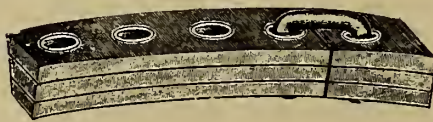
fewer traveling salesmen, but the quality is steadily improving, and to-day the commercial travelers of the country rank high among the various occupations and professions which make up the industrial life of the country.

The All-Enamel Finish.

In spite of the fact that many riders make absolutely no pretence of keeping the nickel work of their machines bright and clean, the thought of asking for all enamelled machines never seems to occur to them. The wheel with nickel trimming is, of course, far and away handsomer than one all enamelled; but if it is permitted to get rusty or to stay covered with mud and grease the beauty of the shining nickel is quite lost, and a plain black machine would do quite as well. Back in the high wheel days such machines were met with occasionally; but it would not be easy to call to mind any similar instances since the safety came in.

Belt That is Easily Shortened.

What has the appearance of being a sensible idea in motorcycle belts is that produced by a Birmingham, England, firm and shown by the accompanying illustration. It



is not offered as an endless belt—which is merely a temporary delusion—but is so made that the ends come closely together, and provision is made for stretch and for the necessary cutting in the form of the eyelets shown.

The hook used is practically unbreakable, and to shorten the belt the rider merely cuts away an eyelet and hooks into the next eyelet. The eyelets are always central, and will not pull out or pull sideways. It renders the use of a belt punch unnecessary, and makes easy what is at times an aggravating roadside repair.

The Angle of the Grip.

One of the little things that is well worth looking after is the angle of the handle bar grips. Who has not seen machines with grips that are nearly horizontal, or others that are not so very far removed from perpendicular? Both ways are wrong, and extreme fatigue frequently results from their use after long rides. The inclination of the grips should be such that the hands can grasp them easily and naturally, without the slightest sign of stretching or cramping. A good way to test the matter is to stand alongside the machine and close the fingers just as if one were about to take hold of the grips. Then the hands will fall into their natural position, and it is easy to see whether the position of the grips corresponds with it.

THE RIDER'S CLOTHES

Appropriate and Well Fitting Garments Necessary to Pleasure and Comfort.

Seasonable and comfortable clothes for riding are of more importance than the average rider is willing to admit. There was a time when any old thing was good enough to wear a wheel, and then matters went to the other extreme, and some people gave more thought to their habiliments than they did to their machines. Then for some years indifference was felt again, and it is only now that people are beginning to acknowledge that their garb has a great deal to do with the ease and pleasure of cycling.

Most tailors will tell you that they know just exactly what you want, and will probably turn out for you a suit that you find is most uncomfortable for a long day's ride. Knickerbockers should be cut fully ample over the knee, and so made that when the thigh is reciprocating there is perfect comfort and no drag whatsoever over the leg; also they should be so cut round the hips that they are perfectly easy and loose when sitting, and can be worn by means of a back strap without braces.

With regard to the coat, or Norfolk jacket, many riders will prefer the first, for the belt of the Norfolk is rather a nuisance. It should be unlined, very easy fitting, and so cut that there is no drag upon the shoulders when a forward position is assumed for fast work or hill riding. Sleeves should be short rather than long, or they rub upon the hands and worry one when the day is hot and the rider is in the last third of a long ride. Pockets should be ample, but care should be taken that those at the side are set sufficiently high so that when there is anything in them and the coat or Norfolk jacket is buttoned their contents do not knock upon the rising thigh at every revolution of the pedals. A somewhat deep outside flap buttoned pocket is found useful for small change, as the bulk of one's money is best carried in the buttoned flap pistol pocket. Coat or Norfolk jacket should clear the back of the saddle when sitting upright.

As to the weight of the coat, that is not an easy matter to settle. If it is too light it is of little use at night or in the fall; while a heavy coat is an abomination in hot weather, and few riders will wear one. A good plan is to compromise on some such basis as the following: Select a cloth of medium weight and keep the coat made from it for wear only at the end of a ride, or when the weather is cool. Few riders do more than this anyway, and if the coat is not too bulky it can be strapped on to the handlebar in a neat and not too bothersome bundle.

"The Motor: What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

CATALYTIC IGNITION TEST

System Does not Work Satisfactorily on Motorcycles—Has Inherent Defects.

As the men of old sought for the philosopher's stone or the fabled fountain of life, so do a few sanguine workers strive to bring catalytic ignition to the point where it can be applied to motors in place of the usual electric spark system. Some progress has been made, but success is still very far off. Heretofore the experiments have been directed toward automobiles, but the Motor Cycle has been testing an apparatus, devised by the English concern which is back of the catalytic enterprise, applied to a motorcycle.

The result has been anything but satisfactory, the journal mentioned states at the outset. The arrangement consists of a metal plug in two portions, insulated by asbestos, the portion screwing into cylinder containing in a deep recess a piece of specially prepared spongy platinum, which glows when in contact with the compressed gases, it continues. This platinum also gaps the insulation of the outer to inner portion of the plug. To the outer end of plug is attached an insulated wire, which is again attached to a rheostat, or resistance coil of wire, and this is wired to the negative of a two volt accumulator, the positive of accumulator being wired to earth in frame, this completing the circuit via plug, which earths at boss screwed into engine in the ordinary way.

To start the engine the rheostat is put in circuit by a sliding connection traversing its surface, this causing the spongy platinum to glow brightly; but as soon as the engine begins firing the electrical circuit is cut out by means of the travelling switch, and the catalytic plug fires the gases by means of the vapor impinging on and surrounding the spongy platinum and creating an induced glow or heat. With the rheostat in circuit the ignition was fairly effective, the rheostat switch having the effect of a timing device, the greater or lesser the resistance given by means of the switch causing the platinum to glow hotter, and vice versa, and thus to increase the pace of the engine. But with the rheostat cut out and the plug firing catalytically, the results were very poor, the engine running fast and slow without apparent reason, at one minute doing from 800 to 1,000 revolutions and the next racing up to 2,000, while misfiring seemed practically incessant.

This misfiring the makers attribute to imperfect mixture; this perfect mixture seems impossible of attainment. For motorcycle use a most important objection to catalytic ignition is found in the fact that once going the ignition cannot be cut out, but to stop the gas must be choked by means of the throttle valve. Exhaust valve lifting does not stop it, unless the valve is held up until

the dismount, as, if there is any momentum on the machine, directly the valve is dropped, the catalytic being warm, fires the charge.

Getting Up-State Sidepaths Ready.

The Sidepath Commissioners of Yates County are losing no time in getting the motorcycle paths in shape for the summer and a force of men has been put to work on the various paths. The Valley path is in fine shape already, and the Fayetteville path leading to Fayetteville has received its finishing touches, and the men are now engaged on the Manlius path.

The South Bay path has been repaired temporarily and a dressing will be put over it next week. The Commissioners say that the paths in Onondaga County will be in better condition than ever before.

Riders are cautioned not to make use of the paths unless they have a tag on their wheels, for they are liable to arrest at any moment if they do not live up to the law.

Governor Approves Sidepath Expenditure.

Governor Odell has approved the Sidepath bill, authorizing the Board of Supervisors of any County to appropriate \$5,000 for any one year for the building and maintenance of sidepaths for bicycles. This bill and the Steamboat Baggage bill which was also made a law at the last session of the Legislature, will be generally appreciated by riders in New York State.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. *.

WHEN THE SOLUTION DRIES

Then the Puncture Gets in its Deadly Work—Here is a Certain Remedy.

There is just one thing worse than to puncture on a lonely road when one hasn't a repair outfit; and that is to have the outfit carefully packed away in the tool bag and to find upon opening it that the rubber solution is entirely dried up.

Sometimes the interesting discovery is not made until you are ready to apply the solution. You may have the wheel up-ended, the tool bag open and its contents disposed conveniently for use, the inner tube out—if the tire is of that variety—and the patch all ready to solution. In such case you unscrew the top of the collapsible tube and squeeze it a little. No solution comes out, and you try again; and it is only when you have done this two or three times that you are convinced that there is nothing usable there.

The best plan is to take a look at the tube of solution occasionally to see if it is all right. It is a good idea anyway to throw the old tube away in the spring and invest in a new one. Five or 10 cents will purchase a small tube, and even if you feel pretty sure you are not going to get a puncture it is cheap insurance to be prepared for one.

Ready for the Pistol Shot.



Among his possessions A. A. ("Rain-maker") Hanson includes a dog, the famous coursing hound Siegfried, man, dog and Frank Zirbes, who, like Hansen, is attached

to the Mitchell staff at Racine, being shown by the accompanying illustration. The hound has won a number of contests, and has frequently followed Hanson's Mitchell Mile-a-Minute motor bicycle at a 1:40 clip.

AGAINST NEW DEPARTURE

(Continued from page 221.)

search has been made for the same in the factory of the company, and that these drawings were, as witness believed, removed from the factory by John J. Jennings, formerly counsel for the company and who died on April 1, 1900.

"The testimony of Dewitt Page, paymaster, is largely devoted to the introduction of the time books of the New Departure Co., which show not only the name of the workman and the fact of his presence upon any particular day, but the quantity and kind of work done and the time occupied in doing it. Although a coasting hub is referred to in many of the entries in these time books, the first entry referring to such a hub appears under date of March 21, 1898, under the name of H. P. Townsend. The references to coasting hubs become more frequent in later entries, and are found in entries which were made during the months of October and November, 1898.

"These records show that Townsend was not absent from duty at any time except during the period from May 11 to June 6, 1898.

"This is Townsend's presentation of his case, a case which, aside from the fact that it includes as exhibits the several devices constructed by him from time to time, rests entirely, as far as the particular dates are concerned, upon the oral testimony of the interferants and his four witnesses, all of whom testify four years after the events occurred, and confessedly rely upon their recollections, aided to a limited extent only by their present associations of the alleged facts with other happenings of apparently slight significance. This substantially unsupported oral testimony, given after the lapse of so many years, raises a serious doubt whether the disclosures made to the witnesses by Townsend did in fact involve the subject matter of this interference.

"Townsend has no evidence of a documentary character, and does not fortify the oral testimony given in his behalf by the recital of any leading fact legitimately connected with the train of events which include his alleged conception and reduction to practise.

"Again, Townsend and his witnesses may be and probably are mistaken as to the nature of Townsend's early disclosure, for Townsend's first idea was, as we read the evidence, not a genuine conception, but merely a belief that the mechanism Townsend's Exhibit Model, which was constructed for use at the crank hanger, might in some manner be adapted for use in the rear hub of a bicycle. In fact, Townsend appears to have gone no further than this with the development of his original idea when in November, 1897, he had his first interview with Neal, the superintendent. At this time certain sketches were made, but Townsend's model was utilized as the principal medium of disclosure. Townsend apparently had

then no drawings of the device which he claims to have conceived two months previously, and does not now produce any drawing which was . . . used for the purposes of disclosure or as a guide to the workman who built, under Neal's instruction, the several exhibits B, C, D and E, although drawings of some kind must have been used during the period of construction, whenever that was.

"Aside from these deficiencies in the testimony, the time reports introduced by Page fail to show that work was begun on coaster brakes prior to March, 1898. This is a significant circumstance, which clearly does not strengthen the testimony concerning what is alleged to have transpired in 1897. Furthermore, these time reports, which are much better evidence than the unaided oral testimony of any number of witnesses, by showing that Townsend was absent from duty not in February, 1898, but from May 11 to June 6 of that year, make it plain that the alleged illness of February did not occur until about three months later. This fact compels us to conclude either that the witnesses were mistaken in associating the placing of Exhibit B in the wheel of a bicycle with this illness of Townsend, or that they were in error as to the date when the exhibit was so used. This question could have been settled by calling Dr. Woodward, and as he was not called upon to testify as to the date when he attended Townsend, the inference is that his testimony would not have been of any benefit to Townsend's case.

"Taking the testimony of Townsend and his witnesses as a whole, it would seem to be so lacking in probative force as to be unacceptable as proof that prior to January 1, 1898, Townsend had conceived of the present invention. This finding of fact makes his conception later than the date of Copeland's conception, which, as appears from a careful consideration of this case, occurred at least as early as December 29, 1897, when he produced and disclosed to others his original sketch of that date. We do not consider it essential that we should here review Copeland's testimony concerning this and his other exhibits, as we are satisfied that what is said concerning them is true. The afore-said original sketch was followed by a complete drawing, which bears date of January 17, 1898, and which, as shown by the evidence, was begun some time before that date.

"Copeland constructively reduced to practise when he filed his application on April 29, 1898, and prior to that time, viz., on March 14, 1898, he embodied his invention in a bicycle. Copeland is therefore, between himself, and Townsend, the first to conceive and the first to reduce to practise, and he must also prevail over Robinson, who, as already indicated, had no certain conception prior to January 31, 1898, and did not reduce his invention to practice with reasonable diligence.

"An attempt has been made to show that Copeland is not an original inventor, but that he acquired his knowledge of the invention from Townsend. This contention need not be considered at length, since it is apparent that Copeland had the prior conception and the invention must have originated with him.

"The decision of the examiner of interferences awarding priority of invention to Copeland is affirmed."

On the same day the separate inference, No. 21,679, of Robinson and Copeland was also decided in favor of the latter. The invention to which this case related is a vehicle brake and coaster. The counts of the issue, for the purposes of the interference, may be divided into two groups. The first group contains counts 1, 2, 3, 6, 8, 9, 10, 12 and 16, each of which limits the means for a brake to the rear hub of a vehicle," but fail to specify the particular means for making such application of the brake. The second group contains the remaining six counts of the issue, which are counts 4, 5, 7, 14, 15 and 16, each of which limits the means for applying the brake in respect to both its location and its construction. Counts 4, 5 and 7 are of uncertain meaning, the statement as to the location of the "clutch pawl" having, in so far as we can determine, no material significance. Furthermore, this element, which is the intermediate element of a clutch, does not co-operate with the brake drum in braking, as the language employed indicates.

Tube Gauge Variations.

Excessively light gauges of tubing, such as were common in the '90's, are seldom used now. The passing of the feather-weight, and of machines with big tubing, are the two factors mainly responsible for this. When the former was at the height of its popularity such extremes as 28 and even 30 gauge tubes were to be found on some machines—tubes almost as thin as paper, and requiring to be strongly reinforced to prevent their crumpling up under the first shock.

With the coming of heavier machines there was not very much improvement, for they were built with big tubing. This meant increased weight, even if the same gauge tubing was used; and if heavier tubes were substituted, as was done in some cases, a still further increase in weight was made.

But at the present time a much saner practice prevails. The old 1¼ and 1½ inch tubes are no longer seen, and in their place have come such sizes as 1 inch and 1⅛ inch, with occasionally some as small as ⅞ inch. Gauges, too, have shared in the betterment. Such gauges as 20 and 22 are the ones most in use, and experience has demonstrated anew that they are plenty light enough for the average machine.

If you have not yet received a copy of *The Bicycling World's* twenty-fifth anniversary number it is not yet too late.

WHY BATTERIES RUN DOWN

Effect of Cells and Sparks—"Bunchy" Coils Claimed to be Best.

The life of the battery depends on the chemicals of which it is composed; or, in other words, on its ampere hour capacity; on the number and voltage of cells connected in series; on the internal resistance of the cells; on the speed of the engine and number of hours which it runs per day; on the design of the igniting mechanism—that is, on whether or not the sparking points make contact every other revolution or only at times when fuel is admitted; on the resistance and efficiency of the spark coil; on the insulation of the sparking plug, and on the resistance of the external circuit.

By ampere hour capacity of a cell is meant the quantity of current, measured in amperes, which a cell will furnish for a definite number of hours. Thus, a 300-ampere hour cell is supposed to be capable of furnishing a current of one ampere for 300 continuous hours. Dry cells are not regularly given an ampere hour rating, for the reason that individual cells vary greatly and, moreover, it is difficult to determine their capacity since, on account of rapid polarization on discharge, it is impossible to take a constant, continuous current from them.

Much depends on the internal resistance of a number of cells connected in series. Many have an idea that the more cells they connect in one series the longer the battery will last, while, in reality, just the opposite is true, says George W. Frost, in the Gas Engine. The current flowing from the battery depends on the resistance of the external circuit and the internal resistance of the cells and on the voltage of the battery as a whole. Adding additional cells does not change the resistance of the external circuit, but the additional pressure does tend to force more current through the circuit.

If the internal resistance of the battery is small and discharge takes place under similar condition, it is fair to say that ten cells will run down just twice as quickly as would five. Hence, it is evident that it would cost just four times as much to keep up a ten-cell battery as it does to keep up a five-cell battery. If the ten cells were connected in two rows, and the ends of rows joined together—that is, in multiple series—they would last twice as long as if but five cells were used, as in this case the voltage across the terminals of the battery is not changed and the total current flowing is simply divided between the two halves of the battery. If the cells have a high internal resistance the above deductions apply only in part, for the voltage of the battery as a whole is not increased in amount equal to the sum of the voltage of the individual cells added.

That the life of a battery depends on the speed of the engine, number of hours which

it operates per day, and on the frequency with which the points make contact is so self-evident as not to need discussion.

Many engines are faulty in design, in that they permit the sparking points to be in contact for a considerable portion of a revolution before they are actually separated to produce the spark. If the battery has a tendency to polarize rapidly the resulting spark may be very weak, simply due to the fact that the battery has given up its best current before it is called upon to produce the spark.

Much depends upon the spark coil used. For economical ignition a good spark coil is imperative. It has been shown that the current flowing depends directly on the resistance of the spark coil and external cir-



NEW YORK BRANCH 214-216 WEST 47TH STREET.

cuit; that is to say, if the resistance be doubled, but half the current will flow, and hence the battery will last just twice as long. To renew the average battery just once usually costs more than the price of two or three good spark coils, yet some engine builders will persist in sending out good batteries and cheap coils. That the cheap, low-resistance coil will give a good spark one can rest assured, but the fact must not be overlooked that the spark is produced by the large quantity of current which flows, due to the low resistance of the coil, and not by the efficiency of the coil itself. On the other hand, with a high resistance coil which costs probably 75 cents additional, it is possible to secure just as good a spark, but with the use of just half the amount of current.

A few words on just what constitutes a good coil may be of value. First of all, the coil must be correctly designed. The long, slender 8, 10 and 12 inch coils are wrongly designed. They are utterly at variance with the laws of electro-magnetism. The short, bunchy coils should be used.

The following simple experiment will assist in demonstrating this fact: Lay a sheet of stiff paper, a plate, of glass or other non-magnetic substance, on top of a long, 10-

inch spark coil and connect the coil to a battery. Sift fine iron or steel filings over the paper or glass and tap it gently. Immediately the filings will arrange themselves in the lines of force which travel around from one end of the coil to the other. First of all, it will be seen that all the lines have a long distance to travel, and a great number of the lines do not bridge clear across, but simply radiate out from the poles. A further inspection will show that the magnetic poles lie inside the copper winding of the coil. It can be proved that when this occurs the spark cannot be as good as the spark which would be produced were the metal of the coil disposed more advantageously—that is, to have the coil designed so as to have the poles located outside the copper winding.

Repeat the above experiment on a short, thick coil. One can see at a glance that a far greater number of lines swing around from pole to pole, and that the poles themselves lie well outside the copper winding. The intensity of the spark depends on the interval of time required to break the current by the igniting mechanism and on the magnetic lines which pass around the coil.

The copper wound on the coil should be carefully insulated, and the whole should be as near moisture proof as possible, otherwise the coil may become short circuited. A good insulation is obtained by running the covered magnet wire through hot paraffine just as the wire is wound on the coil.

The core of the coil should be made of moderately small, carefully annealed iron wire. The size of the wire is not nearly so important as the quality of the wire. The best coils have cores made up of imported Norway iron wire. If the core wire is hard it may in time become permanently magnetized, and thus render the coil useless. If a coil has a moderately soft core it may produce a good spark with a slow speed engine, but for high speed work it will be of no account, due to the fact that it is not capable of demagnetizing in the time interval between sparks.

From the above it is evident that the cheapest coil is the best coil, or the coil which has the greatest resistance in its copper winding, and yet will produce a good spark. A properly designed coil may have a resistance as high as one ohm, provided the battery furnishes current at from three to four volts.

The insulation of the spark plug should be carefully tested from time to time, otherwise the battery may be rapidly discharged by the current leaking across a film of rust which has been formed across the insulating material by iron particles carried around and deposited by the gases in the engine.

Occasionally machines will be found with the handle bar grips fastened with both cement and a screw in the end, but the more general practice is to dispense with the screw fastening and depend upon the cement alone. The former plan is the surer, but one hears little complaint nowadays of loose grips, and the inference is that the cement holds them well enough.

EARLY PACE MAKING

Man-Driven Multicycles Used in 1894 at Waltham—Many Teams Maintained.

A few old-timers, while discussing the plans for the new paced circuit on which single motorcycles are to be used, drifted into reminiscent talk of the pace making of other days and how great the changes have been within a few years. Before the days of motor bicycle, the first properly organized and equipped pacing team in this country was established by the makers of the Stearns bicycle at Syracuse, N. Y., in the fall of 1894, for the purpose of pacing John S. Johnson to break all previous bicycle records. The team was in charge of T. W. (Tom) Eck.

At the Waltham (Mass.) track three ordinary tandems were used, one tandem for each lap. The relief, or pick-up, had to be executed with great carefulness, and many otherwise perfect rides were spoiled by a failure in this point at the last moment.

Johnson, after many attempts, finally succeeded in lowering the mile record to 1m. 49 3-5s., and at that time it was considered a wonderful performance. Shortly afterward Eck took the team to Buffalo, and there for the first time in the history of bicycle racing a quadruplet was successfully used for pacing purposes. Eck had selected a fine straightaway course outside Buffalo, and proposed to establish a straightaway mile record behind pace. He first sent the machine a trial mile alone, and the four riders on it surprised themselves and every one else by covering the distance in 1:37 or thereabouts. Johnson was amazed at the speed, and seemed to be in great fear that he would be unable to keep up with the quad.. However, on the next day he made the attempt and succeeded in covering a mile in the then marvellous time of 1:35 2-5, breaking all bicycle and horse records, and creating probably the greatest interest and excitement ever known in bicycle racing.

After breaking more records at Buffalo and adding a triplet to the outfit, the team went to Chillicothe, Ohio, and annexed all the short distance records. From there they went to Louisville, Ky., where a new track had just been completed. Harry Tyler had in the meantime broken Johnson's mile track record, putting the figures to 1m. 48 3-5s.

As there was bitter rivalry between the company Johnson rode for and the one Tyler was with, Eck determined to stay in Louisville and get back that mile record. He succeeded in having Johnson secure not only the mile, which he put at 1:47 3-5, but also the two, three, four and five. The owners of the track were so enthusiastic over Johnson's performance that they had a silver plate made and engraved with Johnson's name, records and dates of his performances, also names of the members of the team. This they had inserted on the bed of the

track at the tape, and, it is believed, it is still there, a remembrance of one of the greatest pace followers that ever rode a bicycle.

Of the men whose names are on the plate, many of whom at that time had a national reputation, only one, W. F. Saunders, is taking an active part in the game to-day.

The expense of this team for a single week was more than the entire expense of a motor-pacing outfit of the present day.

It took thousands of dollars, months of time and a vast amount of trouble to have Johnson cover one mile in 1:47 3-5, when now any amateur can, behind a single motor, ride 25 miles at a much faster speed at an hour's notice.

So much has the bicycle racing game progressed in a few years' time.

Bidding for "Major" Taylor.

Three cities are bidding against each other to secure "Major" Taylor for his European reappearance. They are Paris, Berlin and Roubaix, and the manager of the Velodrome Roubaisien has cabled Taylor to Colombo, the first stopping place of the Ville de la Ciotat, on which the darkey embarked from Adelaide, offering him \$1,000 for his first appearance. The "Major's" season in Australia has been a very brilliant one, and he will be much more advanced in his condition when he reaches Paris than he was last year, and as he is indulging in home trainer work, skipping, boxing, etc., during his passage over, he will be ready for racing about a week after his arrival. He has had more offers than ever this season in Europe, and the highest bidder will be considered first.

Six Days at Providence.

A six-day team championship race is to be held at the Providence Coliseum the week commencing Monday, June 1. The teams will ride four hours each day, two hours in the afternoon and two in the evening. The conditions of this contest are far different from anything of the kind held in this country, as prizes will be awarded to the four leading teams at the close of each period, as follows: \$20, \$15, \$10 and \$5.

A prize of \$1 will be awarded to the leader at the end of each mile distance, and at the close of the contest team prizes will be awarded as follows: To the winning team, \$500; to second, \$300; third, \$200; fourth, \$150; fifth, \$100; sixth, \$75; seventh, \$75; eighth, \$50.

Who are These Globe Girdlers?

The arrival is chronicled in Liverpool of "two young Havana reporters who have earned for themselves the sobriquets of 'The Round the World Cyclists,' " who afterward left for Spain. From Spain they will proceed to France, Italy, St. Petersburg, China, Japan, Yokohama, San Francisco, Australia, South America and back to Cuba. The names of the "young Havana reporters" are not given, and nothing is known or had previously been heard of them.

MILE A MINUTE

Tracks and Machines are Equal to This Pace—Can Riders Accomplish It?

What will the cycling harvest be? That is a question. Tracks are being constructed for the mile in one minute, pacing machines are being built for that mile in a minute, riders are being trained to ride on these tracks and follow these pacing machines at the mile in one minute. And what will the harvest be? Will the mile be ridden in the minute?

Not on all tracks will the wonderful mile be possible. At Charles River Park it may be, for the mile-a-minute track is being constructed there. Builder Sperry is keeping ever before him the single numeral and his active brain is working out additional plans in order that success may meet his efforts. He is certain that the track will be fast enough.

The pacing machine to pace such a mile must be a wonderful creation. C. H. Metz, who is building several machines at Waltham, one for Joe Nelson, another for Bennie Munroe, still another for Moran and a fourth for Leander, is certain that when his work has been finished he will have the machine strong enough, speedy enough and easy enough to follow, for the rider. These machines will be creations. Tubing 1½ inches in diameter is used. It is very strong. Tires 2 inches in front and three inches behind will be large enough to preclude side slip. Tires 3½ inches may even be used. The riders will never have to take their hands off the bar while going that mile, for with one grip they adjust the speed, with the other the mixture and by merely lifting their foot and pressing it down they send the oil into the motor. This saves time and makes pace-following more perfect. That is a big item.

The motors for these machines have been found in Europe. The French capital was gone over with a fine-tooth comb and from the great array of motors there were gleaned several of full fourteen horsepower. That is power enough, for the mile in one minute, if turned all on, but will it ever be turned on? That is the question into the answer of which enters a number of problems, the nerve of the operator of the machine, the nerve of the man following and many other things.

Harry Elkes, the champion; Bobbie Walthour, Otto Maya, Old Reliable, Joe Nelson, the Flying Schoolboy, Bennie Munroe, the Little Hercules, and many other riders state positively that the mile in one minute is possible on the correct track and with perfect pace and protection. In France, with 26 inches of protection a speed of 1:10 to the mile has been accomplished.

At Atlanta, on Monday night, Walthour defeated Elkes in two out of three paced heats at five miles. Walthour won the first heat in 7:22 1- by a quarter of a lap and the second by three feet in 7:36.

Standstill on Coaster-Brake.

Can a rider "stand still" on a machine with a coaster brake? It is said that he cannot, but others hold the contrary. The matter is being discussed in English circles.

"We admit that we have ourselves tried and failed, but as we do not set ourselves up as an expert on trick riding we hardly consider that this settles the question," says one writer.

"Upon the whole, we think our contemporary is right, because the so-called standing still on a bicycle really consists in pedaling it backward and forward for an extremely short distance, and to do this with the chain slack is a difficult task. The better the performance the less noticeable is this to and fro movement, but it seems to us that it must always be there. If, however, it were possible to reduce this movement to so imperceptible a point that it really came to nothing more than a transference of weight from one pedal to the other, then the trick might conceivably be done upon a free wheel with the cranks horizontal."

More Experience With Picric Acid.

Another English motor bicyclist claims to have obtained some remarkable results by mixing picric acid with gasoline. To half a gallon of gasoline containing 8 per cent of paraffine he added one-tenth ounce of picric acid, and by well shaking dissolved most of the acid. After carefully straining the mixture was poured into the tank and the 2 horsepower motor started. It fired at once, and that the acid added to the power of the explosions was proven on a stiff hill, which before could only be mounted by assisting the engine; on this occasion the machine went up in grand style without a turn of the pedals. The whole of the mixture was used without a single misfire or any signs of sooting.

The Man Without a Wrench.

Considerable as is the number of people riding without pumps, it is probable that those who venture abroad without tool bags largely outnumber them. It is remarkable what chances some riders will take in this respect. Even the formality of slipping a wrench in the pocket is foregone, and if the slightest thing happens during the ride they are unable to put it to rights. There is always the chance of borrowing from some more thoughtful rider, of course, and there is reason to believe that it is this fact, quite as much as immunity from mishaps that impels the delinquents to go forth so improvidently.

Seventy-two at a Meeting.

The Albany Bicycle Club seems healthy. At the May meeting seventy-two members were present, five new ones were initiated and three new ones proposed. A resolution was adopted pledging the support of the club to any movement for good roads or cycle paths.

ACT QUICKLY

AND RECEIVE DOUBLE.

Only 11 More Subscribers

can obtain the benefit of the 2 for 1
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THE MOTORCYCLE MAGAZINE

A HIGH-CLASS MONTHLY,
SPLENDIDLY ILLUSTRATED,

which makes its appearance June 1st.

Subscription, \$1.00 per annum.

The First 100 Subscribers

at that rate will be given full paid subscriptions for the period of two years. (89 have already taken advantage of this offer.)

The men who act quickly will thus literally receive double, Will you be one of them?

THE GOODMAN COMPANY,

154 Nassau St., New York.

THE MECHANICAL SHARP

His Exceeding Delight in Giving Personal Attention to his own Machine.

To the man with some aptitude for mechanical matters the task of keeping in order a pedal driven bicycle of the present day is one fraught with a great deal of satisfaction. In the first place, there is very little to happen to it, provided it is looked after properly. That looking usually consists in keeping an eye on the adjustments and in seeing that the wheels are kept true. Both together take a surprisingly small amount of time.

Supposing a wheel bearing shows a little wear or the lock nut "sets" a little, and an examination shows that there is some "shake" in it. If it is very little the ordinary rider will let it go for the present. He will argue that it is not enough to hurt anything, and it will be just as well to let it be until it gets worse. Then it can be tightened.

But the other man has been looking for just such an opening. As soon as he learns, by taking the wheel at the rim between his thumb and forefinger and gently moving it from side to side, that there is "shake" there he itches to remove it. Out comes his wrench, the axle nut is loosened and the cone—if it be cone-adjusting—screwed up an eighth or quarter turn. Then the nut is tightened and the rim grasped again to see if the bearing is now tight. The operation may have to be repeated half a dozen times before the bearing reaches that nice point where there is not the slightest "shake" nor the least binding of the bearing when the wheel is revolved.

A rider of this sort will seldom have an accident befall him on the road. He nearly always has a good machine, and the care he takes with it comes pretty close to insuring him against all ordinary mishaps. Broken spokes, for example, are usually caused by an untrue wheel, and if the latter is kept true there is little likelihood of breakages occurring. A bent crank or pedal, a handle bar or frame tube with a kink in it, a tire with a "boil" or ruptured casing—these all give warning, and if they are looked after in time no harm is likely to result from them.

Two Roads Across Jersey Meadows.

Good deeds, like troubles, seldom come singly. The New Jersey conscience, once having been quickened, has spurred the authorities of Hudson and Essex Counties into unusual eagerness for good roads work. Following the news that the old Arlington turnpike, or Belleville road is to be improved, comes the announcement that the notorious plank road across the meadows is to be widened and paved.

The estimated cost is \$156,000, divided as follows: Communipaw avenue, Jersey City, to Hackensack River, \$36,000; from the Hackensack River bridge to the Passaic

River bridge, \$80,000, and from the Passaic River bridge to Ferry street, Newark, \$40,000. Of this amount the State of New Jersey, under the good roads law, will pay one-third, the trolley company will pay about \$25,000, and the balance will be paid by the two counties. The total length to be improved is 30.017 feet, or about five and three-quarter miles. The plans call for a roadway 22 feet 9½ inches on each side of the trolley tracks and a space of 5 feet between them, the tracks being 4 feet 8½ inches each in width. Work will be begun at once on the improvement, and it is expected that it will be completed during the present year.

Now has a Motorcycle Adjunct.

It is now the Massachusetts Bicycle and Motorcycle Club, the good old Boston organization having at a recent meeting taken under its wing a motorcycle contingent. The move has been on the tapis for some little time, it being a question whether the rapidly growing motorcycle interests should form a club of their own or join forces with the Massachusetts club. The latter decided at a special meeting to add "Motorcycle" to its corporate name, and there are now a round dozen members using motorcycles.

Captain A. D. Peck has called a motorcycle run for Sunday, May 17, leaving the clubhouse at 8 a. m. The Providence, Worcester and Boston triangle will be covered.

A run through the Berkshires in June is also being planned.

Recent Incorporations.

Richford, N. Y.—C. H. Yapple, new store.
Baltimore, Md.—Joseph Weidenfeld, fire.
Hartford, Conn.—Herbert Barster, new store.

Niagara Falls, N. Y.—F. E. Stover, new store.

Nyack, N. Y.—William S. Slavin burned out and Slavin taken to hospital.

Reading, Pa.—W. C. Greth, removed from No. 656 to No. 707 Penn avenue.

Lawrence, Mass.—N. E. Edmester & Son, removed from No. 44 Union street to No. 168 Broadway.

A. C. C.'s Opening Half-Century.

At the May meeting of the Associated Cycling Clubs of New York it was decided to hold what is to be known as its "Eye-Opening Half Century" run on June 21. The ride will be a one-day tour of fifty miles through different parts of Westchester, which are little known and where the fine scenery and good riding is calculated to make those who participate open their eyes.

Columbia Club's Eye-Opening Run.

The first run of the resurrected Columbia Wheel Club of Hartford, on Tuesday evening made the townspeople gasp: there were 93 riders in line. They rode to Winstow, where a turkey supper was served. Manager Walker and R. C. Renshaw, F. C. Gilbert, C. V. Tuthill and other heads of Columbia departments were among those who rode, ate and spoke after eating.

GREAT FALLS' MARVEL

It has a Long Wheel Base, Springs, and Other Striking Features.

Great Falls, Mon., is far removed from the centers of cycle industry, but because a local firm has devised and is preparing to market a bicycle which is described as "is a decided departure from anything in the bicycle line yet produced," the local paper has visions of the development of a "humming home industry." It says:

"The new wheel, the first one of which is now in process of construction, is the product of the combined inventive genius of Samuel Denton and Robert Veen, proprietors of the Great Falls Cycle Company, on Central avenue. Messrs. Veen and Denton have been experimenting for some time in the line of improvements in bicycle manufacture and believe that they are going to produce a machine that will propel easier and ride easier than any bicycle yet placed on the market. If their first machine, which, is nearing completion, is a success, they will begin their manufacture, on a small scale, in the workroom, at the rear of their store, and from this modest beginning, there may develop in time a busy, humming home industry.

"Probably the most important difference in the construction of Denton & Veen's wheel and other bicycles is the greater distance between the two wheel bases, which will result in a much easier riding machine. Then, too, there will be spring forks on both front and rear wheels. While spring forks have been adopted by some manufacturers for the front wheel, they have never before been used on the hind wheel. They will no doubt make it a great deal more comfortable riding, especially over rough roads. Flange hinge joints are used wherever practical, they also giving an added resilience to the wheel. Every improvement, in fact, has been made with the idea of producing an easy riding machine, one that will give the greatest amount of comfort possible to the user."

Three Day's Outing of M. C. C.

At a meeting of the Metropole Cycling Club of New York held on Thursday night.

It was decided not to hold any big opening meet this year with complimentary admissions the same as was done last year. The delegates to Associated Cycling Clubs were instructed to advocate the holding by that body of a three days' tour over the cycle paths of Suffolk County, L. I. The secretary was directed to write to Mayor Low urging the repair of Jamaica avenue, Brooklyn, on which a cyclist was recently killed, owing to the rough paving.

The All Star Bicycle Club has been organized at New Castle, Del., with George Maxwell as captain.

IT IS ESTIMATED THAT

97%

OF

Motocycle Troubles

ARE

ELECTRICAL TROUBLES.

It follows that, at least, an elementary knowledge of electricity will go far towards making for the fullest measure of pleasure and satisfaction.

"The A B C OF Electricity"

will impart this very knowledge.



108 PAGES; 36 ILLUSTRATIONS

The book is entirely non-technical and can be understood by the man who does not know "the first thing" about electricity

PRICE, 50 CENTS.

FOR SALE BY

THE GOODMAN COMPANY

123-125 Tribune Building,
NEW YORK.

Motorcycle Tale From Ireland.

This wierd story, undoubtedly the forerunner of a number of the sort, comes from Ireland:

"The owner of a two horse-power machine was trying to start it by running alongside. The engine started, and picked up speed to such an extent that the rider was induced to let go the handlebars and free the machine. Marvelously enough, the bicycle, retained its vertical position, and, relieved of all drag, careened onward by itself and described a gentle curve into a grass bank—approximately a foot in height from the road surface. This did not end its excursion, however, and several spectators vouch for the fact that the machine mounted the bank, and still in its now abnormal and uncanny erectness plunged across the grass plot at a high speed, when, coming into the range of a deep ditch, it gradually collapsed and the engine continued to run on its own till a bystander switched off the current and stopped the gyrations. The only damage involved was a bent pedal crank and a grazed handlebar."

Younger Generation Interested.

There is apparent a more general disposition on the part of young people—school children especially—to make use of bicycles, both as a means of transportation and as a pleasure vehicle. The tendency has not yet become very marked, for children take their cue from their elders, and the bicycle has been too much talked against to obtain even its normal popularity with the youngsters yet. But the machine possesses too great a fascination for healthy minded children to resist it for an indefinite period, and the prediction that the younger generation will take to it just as eagerly as their elders did in the 90's is certain to be fulfilled sooner or later.

Signs of the Times and Tailors.

Close observers may have noticed a significant change in the signs found in the windows of tailors and furnishers. They now tell the onlooker that "golf and cycle" suits are obtainable, or sometimes it is even put "cycle and golf." A half dozen or more years ago cycle suits were all the rage, and golf suits and golfers were almost unheard of. The huge popularity they enjoyed, however, had the effect of thrusting cycling into the background as a fashionable pastime, and it is only now that a change is seen to be coming about.

Motorcycles in Three Classes.

The Motorcycle Advisory Committee of the Automobile Club of Great Britain have decided to have racing machines classed as follows:

Class 1, machines up to and including 70 lbs.; class 2, machines up to and including 114 lbs.; class 3, machines up to and including 176 lbs.

These weights are to include everything, with the exception of petrol and lubricating oil. In the case of water-cooled engines, the water must be included in the weight.

Looks are Deceitful

This applies to motor bicycles that may resemble the Indian, and that are offered as "just as good as the Indian."

But There is No Motor Bicycle As Good as the INDIAN



and we are prepared to prove it at any time.

You can tell the "real thing" from the "just as goods" by the motor.

THE NAME

HEDSTROM

is on all Indian motors and Mr. Hedstrom himself superintends, inspects, tests and puts the finishing touches on all Indians before they are shipped. There's only one Hedstrom.

We are quite certain our printed matter will interest you.

HENDEE MFG. CO.,
Springfield, Mass.



We conceived the idea of Spring Seat Post.
Made one.
It was pretty good.
Didn't satisfy us, though.
Tried again.
Better results.
Combined thoughts and efforts.
Results:

Smith's Two-Roller Spring Seat Post.

Satisfactory.
Try one and be convinced.
One sells hundreds—
Our Riders know why.

D. P. HARRIS, 48 Warren St., New York,
Eastern Agent.

JOS. N. SMITH & CO., Detroit, Mich.



Mr. Dealer:—

Place five or ten

BERKEY SPRING SEAT POSTS

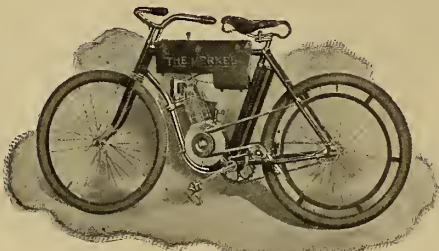
under your rider friends for a few days' trial. Every trial means a sale, every sale a profit to you and a satisfied customer.

Try it, the shot's worth the ammunition.

Every Jobber has them, or write direct.

Berkey Spring Seat Post Co.,
Grand Rapids, Mich., U. S. A.

The best Motor Cycle on the market for everyday use.



The 1903 Model.

The design and the material in this machine make it reliable.

AGENTS ARE PROTECTED IN EXCLUSIVE TERRITORIES.

THE MERKEL MFG. CO., Milwaukee, Wisconsin.

Mention BICYCLING WORLD.

We're forced to build the best bicycles possible.

Rochester is recognized as one of the wheeling centers of the country and a large riding public is naturally a critical buying public.

MORE THAN HALF OUR OUTPUT IS ABSORBED AT HOME.

The other half is distributed among a few wise dealers who recognize a good thing and stay with us year after year.

Do YOU wish to be one of them?

APEX WHEEL CO., Rochester, N.Y.

Any one, any where,
at any time, can obtain any thing

that they may want in the way of

Bicycles, Tires and Sundries.

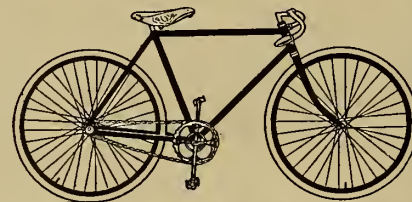
and be assured of the right prices,
the right treatment and prompt
shipment.

Boston Cycle & Sundry Co.,

J. M. LINSKOTT, Manager,

48 Hanover Street, BOSTON, MASS.

HIGH-GRADE BICYCLES



The FOWLER,
The MANSON,
The SHERMAN.

WE MAKE OUR OWN WHEELS

They are known the world over.

They have always given satisfaction.

WE SELL THE BEST BICYCLES THAT RETAIL AT \$25.00.

WE SELL THE BEST BICYCLES THAT RETAIL AT \$35.00.

WE SELL THE BEST BICYCLES THAT RETAIL AT \$50.00.

We have always made these three grades and values, and we shall keep on making them.

Our bicycles are unquestioned for durability and for speed qualities.

We have ample capital and increased facilities.

New Models for 1903.

Write for Catalogue and apply for Agency NOW.

FOWLER-MANSON-SHERMAN CYCLE MFG. CO.

241-249 South Jefferson Street, CHICAGO, ILL.

Schrader Universal Valve.

(Trade Mark, registered April 30, 1895.)

NOTICE.

Manufacturers of Bicycles, Jobbers and
Dealers:

In order to facilitate the
obtaining of

PARTS of the
Schrader Universal Valve,

I have concluded to sell
parts only to the general
trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all the makers,
or from A SCHRADER'S SON. Price List and description of
parts sent on application.



99-1

99-2

99-3

99-4

SIMPLE AND ABSOLUTELY AIR-TIGHT

Manufactured by

A. SCHRADER'S SON.

ESTABLISHED 1844.

30 and 32 Rose St.,
New York, U. S. A.



Importance of Being "Fit."

Too much cannot be said about the importance of getting fit before attempting any long or hard rides. The propulsion of a bicycle brings into severe use for the first time a set of muscles which in the ordinary way of life are but slightly employed, and it is due to this fact that the novice feels so much fatigued if he goes for a long ride very early in his cycling career. He should ride as frequently as time and weather will allow. If a ride of from fifteen to twenty

miles or more is put up every day or evening for a week, a week end trip of seventy, eighty or even a hundred miles, if ridden judiciously, will be found to be covered with surprising ease, comfort and enjoyment. The trouble is worth it, for there is nothing so delicious in the world as sweet, unconscious progress on a cycle, when constant practice has relegated the ordering of the muscular action to the small brain. Pedaling then becomes as unconscious as and much easier an effort than walking; and it is much more pleasurable.

Luxury for Racing Men.

For the first time perhaps in the history of cycle tracks the riders at Charles River Park are to be provided with a complete reading and writing room on the training quarter section with a telephone for their convenience. This plan will be welcome to the riders, giving them a sort of meeting room when not actively at work training. The special room will adjoin the big shower bathroom, and will be provided with the daily papers.

**Bicycle Tires.
Automobile Tires.**

Mechanical Rubber Goods.

**Pneumatic Carriage Tires.
Solid Vehicle Tires.**



The Tires That Never Wear Out.

A few choice facts and some interesting figures for the asking.

INTERNATIONAL AUTOMOBILE & VEHICLE TIRE COMPANY,

Main Offices and Factory: MILLTOWN, N. J.

Here is What One of Our Customers Writes
ABOUT



GOODYEAR DETACHABLE Motor Cycle Tires

"In reply to your inquiry regarding the motorcycle tires (detachable) I bought from your Boston house last year, would say that I put them on one of my motors which I sold to a contractor here (Mr. ———). He used the motor continually in his business and rode on an average about seventy-five miles a day. From the time he started to ride the motor till the end of the season he covered over five thousand miles, and to my certain knowledge never even had one puncture. I have ridden the machine myself and must say they beat all other tires for resiliency. The tires to-day look as if they were good enough for another season's wear.

"I am thoroughly satisfied that they are the most serviceable and easy riding tires, and I will use no other kind on any of my motors. Wishing you every success, I remain."

WRITE US TO-DAY FOR SAMPLE SECTION AND PRICES.

In ordering Motor Cycles, specify Goodyear Detachable Motor Cycle Tires and Goodyear Steel Rims.

You can get this equipment without paying anything extra for it. Insist upon it.

THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio, U.S.A.

WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

WANTED TO BUY OR SELL—Second-hand motor cycles. Send us price and description. The RANDALL WHEEL COMPANY, Fort Wayne, Ind.

WANTED—Everyone interested in motor bicycles to purchase "Motorcycles and How to Manage Them." Contains 126 pages bristling with information. \$1.00 per copy. For sale by The Goodman Co., 154 Nassau St., New York City.

Jifoid Quick Repair Cement For Single Tube Tires.

It will also cement a patch in a Double Tube Tire; cement a Tire to either Wood or Metal Rims; set a plug in a Single Tube Tire. Manufactured by The National Cement & Rubber Mfg. Co., Toledo, Ohio, U.S.A.

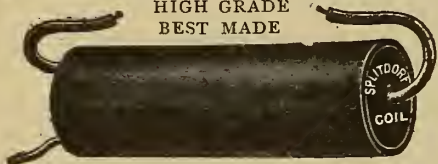
JOHN S. LENG'S SON & CO.

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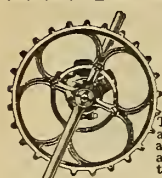
CARRY A COMPLETE STOCK OF

BICYCLES, TIRES, SUNDRIES.

CAREFUL ATTENTION PAID TO

PROMPT SHIPMENT.**SPLITDORF SPARK COILS.**HIGH GRADE
BEST MADE

C. F. SPLITDORF, 17-27 Vandewater St., New York.



"D. and J." Hangers
are
Absolutely the BEST.
WHY?

They are Mechanically Correct, Accurately Ground, Lightest, Nearest Dust and Water Proof, Neatest in Appearance, and they are used by the best Manufacturers and ridden by the best Professionals and Amateurs of America.

FARK CITY MFG. CO., Inc., CHICAGO.

HAND AND FOOT PUMPS,Oilers, Repair Tools,
Valves, Name-plates, etc.**Spelter Solder**Sheet Brass,
Brass Wire and Rods.SPECIALTIES to order
MADE OF BRASS.**SCOVILL MFG. CO.**Factories: Waterbury, Conn.
Depots: 210 Lake St., Chicago.
423 Broome St., New York**HIGH GRADE**wheels must have the
best equipments.There is nothing that gives more value for
the money than the use of the**MORSE TWIN ROLLER CHAIN**NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.The only chain having Frictionless
Rocker Joints. Insist on having the
Morse Twin Roller. Fits regular
sprockets.Send for Catalogue and
Trade Price to

Morse Chain Co., Trumansburg, N. Y.

Write for 1903 Catalogue,
Bicycle and Automobile Supplies**THE KELSEY CO.,**

BUFFALO, N. Y.

BARGAINS FOR BICYCLE DEALERSIN
**TIRES, COASTER BRAKES,
GAS LAMPS, Etc.**

Write today for complete Catalogue.

THE E. H. HALL COMPANY (Incorporated),Jobbers Bicycles and Supplies,
72 Elm Street, ROCHESTER, N. Y.You all know what the diamond stands for among
precious stones. You can't well afford
not to know that**D-I-A-M-O-N-D-T-I-R-E-S**

occupy the same plane among tires.

DIAMOND RUBBER CO., Akron, O.**Special Stampings**
FROM
SHEET METAL**THE CROSBY CO., - Buffalo, N. Y.****Motor Equipment,**

Applicable to any Motor Bicycle.

**THE A. CLEMENT CYCLE MOTOR
& LIGHT CARRIAGE COMPANY,****HARTFORD. - - CONNECTICUT.**Our wonderful increase in the volume of business transacted
shows that customers appreciate our business methods and low
prices. If you have not dealt with us, send a trial order and
be convinced**THE SIDNEY B. ROBY CO.,**
Jobbers of Bicycle Sundries and Supplies,
208-214 South Ave., Rochester, N. Y.**Eating When Exhausted.**

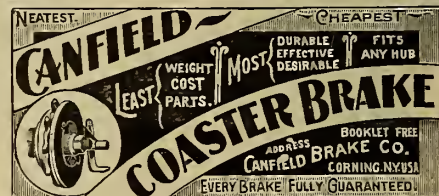
Correct diet is of very great importance to any one indulging much in cycling. If one has been riding hard, or is exhausted after the day's work, the greatest possible care should be taken as to what is eaten or else indigestion is sure to follow. In the first place it is judicious to wait until one has cooled down thoroughly before discussing a meal, because when violently overheated it is impossible to digest properly. As regards the meal itself, it should be exceedingly light and as simple as possible. In fact, in case of absolute exhaustion, and more especially where the rider is exceedingly hungry, the very safest course to pursue would be to have a good bowl of bread and milk, followed by an ordinary meal an hour or two later.

Small Jobs That Vex the Novice.

The novice should be very chary of undertaking his first overhauling job when he is in a hurry. Even so apparently simple a task as the taking apart and assembling of a pedal requires some little skill, and it would better be attempted some rainy Sunday when there is plenty of time. So small a thing as cleaning a chain has been known to bother an inexperienced hand considerably, especially if he is waiting to take a ride. Something always goes wrong—it may be such a trifle as the misplacing of the chain bolt—and a late start never makes a very good beginning for a journey.

Through Sleeping Car Line to Grand Rapids, Mich.

A Pullman Sleeping Car of latest construction is now attached to New York Central train leaving Grand Central Station at 4:00 p. m., daily, running through over the Michigan Central, arriving at Grand Rapids at 12:55 p. m., next day, connecting in Union Station for all points in Western Michigan. For information and sleeping car reservations inquire of New York Central Agents.

**ALL ROADS ARE EASY WHEN THE****STAR
BALL
RETAINER**
IS USED.

With millions in daily use, it has stood the test for more than five years, and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

THE STAR BALL RETAINER CO., Lancaster, Pa., U. S. A.

If
You Are
Interested
in
Automobiles

**The MOTOR
WORLD** Devoted to the
Automobile
& Kindred
Interests

WILL SURELY
INTEREST YOU.

It is published for the information
of the average mortal; no dic-
tionary of mechanical
terms is needed to
understand it.

PUBLISHED EVERY THURSDAY
AT 123-125 TRIBUNE BUILDING,
NEW YORK CITY.

\$2.00 PER YEAR.
10 CENTS PER COPY.

SAMPLE COPY ON APPLICATION.

The Week's Patents.

727,908. Cushion-Tired Wheel. Martin Halfpenny, Pontiac, Mich., assignor to Cannon Metal Wheel Work (Limited), Pontiac, Mich., a corporation of Michigan. Filed August 2, 1902. Serial No. 118,031. (No model).

Claim.—In a vehicle wheel, the combination of the tire, a metallic rim B to receive said tire having a channel formed integral therewith, a wooden rim C housed within said channel, spokes E, nipples D provided with an enlarged head bearing against the inside of the wooden rim, said nipples projecting through the wooden rim and channel to engage the spokes whereby the expansion of the wooden rim due to the compression secured by engaging the nipples to the spokes provides a tension on the spokes, substantially as described.

727,076. Vehicle-Tire. Rufus W. Brooks, Portsmouth, Va. Filed October 6, 1902. Serial No. 126,118. (No model).

Claim.—1. An inner tire-tube of spring metal bent literally to tubular form and having its margins overlapped, combined with means for adjusting the extent of the overlapping.

727,399. Sparking Igniter for Explosive Engines. Emil Maerky, Philadelphia, Pa. Filed November 23, 1901. Serial No. 83,418. (No model).

Claim.—In a gasoline engine, the combination of the cylinder having the head provided with a cavity or chamber, a plug fitting in said head, a pin secured in the plug and having a contact-point in the cylinder, a rock-shaft in the plug having a contact-point, a clamping device consisting of two levers mounted on a common pivot and normally in engagement with the outer end of the rock-shaft, a spring for actuating the said clamping device to hold it in proper engagement with the rock-shaft to bring the points together.

727,405. Bicycle. Benjamin F. Modisett. Helena, Ark. Filed October 9, 1902. Serial No. 126,443. (No model).

Claim.—1. A bicycle comprising a divided axle, a suspended frame, means for pivotally and yieldably connecting said frame with the members of said axle, spring-connected bearings supporting the inner ends of the axle members and normally holding the latter in aligned relation, and steering-handles connected with said bearings.

727,473. Bicycle Supporting-Bar. Gideon Spence, Newport, R. I. Filed September 14, 1901. Serial No. 75,400. (No model).

Claim.—In a bicycle the combination with the steering-head, of a shank, the angular sleeve carried thereby, a set-screw adjustable in said sleeve, an angular bar fitting said sleeve, an angular sleeve fitted to said angular bar having a set-screw, the said sleeve formed with an annular band at right angles to said angular bar and adapted to receive the handle-bar, and a set-screw adjustable in said annular sleeve independent of the first-mentioned set-screw and adapted to engage the handle-bar, all substantially as shown and described.

Cheaper Than Old Spokes.

When a new rim is to be put on it is folly to use the old spokes. The time it takes to unscrew the nipples and take the spokes out would cost more—as well as taking up valuable time—than to use new ones.

No Bicycle

IS OF THE

HIGHEST GRADE

WITHOUT THE

Cushion Frame.

RIDE

a bicycle with a cushion frame
and then try the other kind
and you will realize the
force of the assertion.

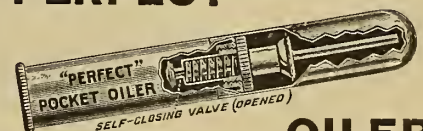
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AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, May 23, 1903.

No. 8

SETTLEMENT IN SIGHT

Amicable Adjustment of Bottom Bracket Suit Practically Assured.

There is every prospect that the litigation over the bottom bracket patent will be settled out of court.

What was last week understood to have been a meeting of the Cycle Trade Protective Association—the defendants in the suit—proves to have been a conference with Colonel Albert A. Pope.

Exactly what terms of settlement were proposed or discussed is not public property, but it is known that both sides were in an amicable mood and disposed to reach a peaceful agreement. Indeed, it is stated that but for W. H. Fauber, the crank-hanger man, a satisfactory settlement would have been reached then and there.

The basis of agreement was satisfactory to all of the others, but Fauber was so fearful that it might prevent his getting his full pound of flesh that the meeting finally adjourned, with Fauber still haranguing. He remained in New York after the others had departed.

Despite Fauber's fear, it is believed he was finally made to see the light, as it is known that certain papers are due to be signed next week, action that can point to but one thing—an amicable arrangement.

Williams Wants \$20,100 Damages.

The now more or less famous case of the failure of Mrs. Helen M. Gridley, successor to the defunct Olive Wheel Co., in Syracuse, N. Y., to deliver a lot of jobbing bicycles to P. A. Williams & Co., Springfield, Mass., on the dates contracted for, has finally found its way into court. P. A. Williams, jr., and Walter G. Morse, composing the firm of Williams & Co., last week brought action against Mrs. Gridley to recover \$20,100 damage, which they claim to have sustained by the alleged non-delivery of 2,714 Olive bicycles according to agreement.

They allege a contract was made with the defendant, dated October 24, 1902, whereby they were to receive 1,000 Olive wheels at

\$7.50 each. Most of these wheels were delivered, but it is stated that another contract, made on November 18, by which the plaintiffs were to receive 3,000 bicycles, was not fulfilled. Of the last order the plaintiffs claim they received only 286 wheels, and the action is begun to recover the damaged sustained for the failure to fulfil the contract.

It is reported that Mrs. Gridley has prepared a counter suit against Williams & Co., alleging breach of contract. It is understood that she claims to have had ready for delivery last month a number of the bicycles involved, and that Williams refused to accept them. He was in Syracuse last week, and it is said that efforts to serve him with the necessary writ were then made, but unavailingly.

Appearances That are Deceptive.

Because of the appearance of another Buffalo made coaster brake very similar in design to the Forsyth, the Forsyth Mfg. Co. have had some both amusing and irritating experiences, the frequent receipt of orders for duplicate parts of the other device comprising quite a chapter. Because of the confusion the Forsyth people have been compelled to emphasize that the name Forsyth is on every coaster brake they make.

Sets its Price at \$230.

The Western end of the Pope Mfg. Co. has finally set the price of its motor bicycle at \$230. It will be regularly equipped with spring forks and be marketed under the Rambler, Monarch, Imperial and Crescent name plates.

Reading Standard Adds Motor Bicycles.

The Reading Standard Cycle Mfg. Co. has added a motor bicycle to its line—additional evidence of the renewed life and vigor that has marked the concern since President Remppis obtained absolute sway.

Flare-up Over Gas Lamp Likely.

Interesting developments in the acetylene gas lamp situation are brewing, but have not sufficiently matured to be made plain; they are said to revolve around the discovery of a basic patent.

SUNDRY MAKERS ASTIR

Attitude of Jobbers Causes Them to Plan an Organization of Their Own.

The manufacturers of sundries are now in a fair way of getting together.

Although the movement has been under way for more than a month, so quietly has it been conducted that until this week no inkling of it was permitted to escape and just how far matters have progressed cannot now be stated with certainty.

It is known, however, that arrangements are making for the formation of a national organization and that the movement has grown out of the attitude or policy of the jobbers' organization, the National Cycle Trade Association.

The sundry manufacturers, or some of the most prominent of them, at any rate, consider that the jobbers have taken a too dictatorial or arbitrary stand and it is chiefly for the purpose of presenting a united front against these demands that the manufacturers propose to organize. They expect to have their association perfected sufficiently in advance of the jobbers' convention in July next to attend that function with a show of united strength.

Experiment That "Panned Out."

The New York and New Jersey Telephone Co., whose experimentation with an Orient motor bicycle for the use of its linemen and repairers was chronicled in the Bicycling World of two weeks since, has finally not only purchased outright the Orient it leased for a month, but also bought a second one—the best evidence that the experiment was a money saving success.

Compiling the Brands.

The National Cycle Trade Association—the jobbers' organization—is now engaged in compiling the brands of the various sundries in use; those applying to cements is the first list to be completed and make a formidable array, comprising four closely printed pages.

COL. POPE'S BIG WELCOME

Flags Fly, Bands Blare and Big Crowds Cheer When He Visits Hartford—His Speech.

After nearly three years of absence from Hartford and the Columbia factory there, Colonel Albert A. Pope paid it a visit on Tuesday. His intention to do so did not become known to the people there until Monday night and then there was a scramble to prepare a royal welcome for him. He got one. The Colonel knew nothing of the arrangements for a formal reception, but was taken by surprise and greeted with a turning out of 800 men from the factories with a band at their head and then was taken to a luncheon spread in the dining room of the bicycle factory.

The Colonel was accompanied by his son, Colonel Albert L. Pope, and the stop at Hartford was made while on the way from Boston to New York, for the purpose of conferring with the factory managers there.

For the first time since the time when the Pope factory passed into the hands of the American Bicycle Company, the flag of the Pope Manufacturing Company floated on its flagstaff and it was the Colonel's first visit there since the formation of the "trust" that bought his plant. He always said that he would not go to Hartford again until the Pope Manufacturing Company owned the plant there and he was at the head of the company. He kept his word.

Colonel Pope reached Hartford from his summer home in Cohasset, Mass., on the 12:25 p. m. train. He and Colonel Albert L. were met at Union Station by W. C. Walker, from the factory, and were driven to the Pope works. All of the employees of the company and the American Band were assembled on the lawn in front of the office building, and as the carriage drove up the crowd cheered and the band played "Hail to the Chief." When Colonel Pope left the carriage he recognized many of the factory workmen in the crowd and he took them by the hand. He went to the office building and a few minutes later appeared in the dining room. It was several minutes before the cheering subsided and Mr. Walker then introduced Colonel Pope, who said: "Mr. Chairman and Fellow Workmen: Fellow workmen, because I was a fellow workman with you and began as a boy and worked with my hands and struggled for ten years until I saved \$100. After ten years of hard struggle, much of the time with not enough to eat and with torn and patched clothing, I struggled, determined I would win, and when I had \$100 saved my country called for service. I went to the front, stayed through the war and at the age of 21 I rode into Petersburg at the head of my regiment.

"Now I have come back to my own. Much against my will, but on the advice of friends, some of whom perhaps were not friends, I

sold out this plant, believing that things would go on as well as ever. But it was a mistake; 44 concerns all tumbled to ruin under that management. My advice was never listened to and the 44 concerns combined against me. I have returned under the only conditions which would bring me back, at the head of the concern. I said I should not come until I could come in that way.

"This factory and all the rest are now under the flag of the Pope Manufacturing Company, and now, comrades and fellow workmen, I am back to lead to victory. As Sheridan turned the tide of battle in the Shenandoah Valley, I hope to turn it here.

"This company grew from the smallest beginnings, and in 22 years it developed more than any other under similar conditions. Why? Because you, men, were loyal and faithful and true. Without those qualities the thing could never have been done. With your help the 15 factories will be re-incorporated.

"If we can't do one thing we will do another. I pledge myself that we will do by you the best that can be done. I believe that you should be paid for what you do and that the best men should get the most. There is nothing worth having that is not worth making a sacrifice for. All the great leaders of industry have reached success only in that way and in that way we will again succeed.

"I am glad to stand here and look in your faces beneath the motto which was placed here years ago and I shall be glad if any of you wish to take me by the hand."

When Colonel Pope had finished speaking there were cheers and applause. Then Mr. Walker presented a basket of beautiful roses, which brought forth more cheers and the crowd formed in line to accept Colonel Pope's invitation to take him by the hand. The first one to do this was Amos Bennett, for 40 years an employe at the factory.

For twenty minutes the men, and women too, filed by, being greeted cordially by Colonel Pope, and many there were who were addressed by their first names with a familiarity which bespoke gratification and good will.

While enjoying the luncheon that followed Colonel Pope remarked: "The Pope Manufacturing Company is now completely organized and capitalized at \$22,500,000, and I am at the head of it. Not one of the old ones who were in the former company are in the new one. Think of that—not one! The factories will now be run under the Pope system, and business will be done in the Pope way. It will be according to our motto on the wall there: 'One for all and all for one.' We will have all Pope men with us, and if they are not Pope men they won't stay. I hope before long to have the factory here at Hartford running to its utmost capacity again. I can't say how long it will be before I can bring this about. I will have to get the business first, but I do not think it will be long before I have it.

"There are fifteen different factories now under the control of the Pope Manufactur-

ing Company, and this one will be the scene of full capacity working as soon as any of them. I will hereafter make my home in New York, where my offices are, but I will visit the factory here about once a month."

Wednesday, the day following his memorable visit to Hartford, was Colonel Pope's birthday. He was sixty years young. He celebrated it in true Pope fashion by working in his shirt sleeves in the New York offices.

König's Variable Crank.

That much sought device, a crank with variable throw, has made its appearance in Germany, the one in question, the invention of Herr Fritz König, of Hildesheim, possessing some novel and ingenious features. It is said to be the result of twelve years' experiments, and to have been subjected to extensive trials in the hilly districts of the Hartz and Thuringia.

In the device the pedal end of the crank is formed with a large eye, which acts as a ball race; in this is free to rotate a special ring, having a projection, in which is a square hole to receive the pedal. In turning the crank the pedal automatically varies in length. The normal length of the crank, which is to the centre of the eye, is $7\frac{1}{4}$ inches. To indicate the length of the throw examine it as one would look at a watch. When the pedal is at twelve or six the length is normal— $7\frac{1}{4}$ inches. At three the throw has automatically lengthened to $8\frac{3}{8}$ inches, while at nine, on the upstroke, the length has shortened to 6 inches.

The pedal used is of special construction, having a rest for the heel of the rider's shoe, the leverage thus obtained helping the ring to which the pedal is attached to rotate in the eye, and the pedal to move to the desired position. The Steig-König automatic variable-throw crank, as it is called, is claimed to overcome the dead point and to enable cyclists to ride up hills which with the ordinary cranks they would have to walk.

Kokomo to Again Enlarge.

D. C. Spraker, the head of the Kokomo Rubber Co., was in New York this week, and while he is not the sort of man who says much, from what he did say it was plain that the Kokomo people are well pleased with the trade situation.

"We could not very well have handled more business if it had come to us," was the way Mr. Spraker in his quiet way expressed it.

Just now, he states, preparations are making for another addition, and the largest one yet made, to the factory at Kokomo.

"We've had to enlarge every year since we've been in business," remarked Mr. Spraker, a remark that speaks more eloquently of uninterrupted success than could a dictionary of words.

English speed machines for 1903 are distinguished by small wheels, low frames and wide, flat handle-bars.

BATTLE FOR DANISH TRADE

Germans Push Americans Hard, with English Makers a Bad Third.

After a short stop in this city Axel J. Wedum, of Simonsen & Nielsen, Copenhagen, starts to-day for Chicago and other Western points, intent upon surveying the field in search of new things and making purchases of goods for the 1904 season. He will remain in this country nearly a month, sailing from New York late in June.

"I am making my annual round," said Mr. Axel, who called at the *Bicycling World* office on Friday. "It is necessary to start early, for we must have our goods in hand by Christmas, or even before. We are middlemen—what you would call jobbers here. Although we do some business in made up—that is, complete—machines, it does not amount to very much. It is fittings and parts that we deal in principally—American goods entirely; no German or English.

"There are no large makers in Denmark—a good thing, too, for us. Instead, there are scores of little makers who build five or ten or twenty machines during the winter and sell them during the spring and summer. We sell these people the fittings with which to make these machines.

"German competition is getting keener and keener, and the Germans are steadily gaining ground. As far as we are concerned we hold our own against them, but they are hurting your trade in other sections. There is not much English competition. English goods are too high priced. The Germans copy the English goods in appearance and compete with your makers in price. That gives them an advantage, and the fact that they give long time adds to it.

"They make a common practice of giving their customers six months time. These customers come into direct competition with us, and we have to pay cash for our goods. Can't we get time, too? Well, we never have asked for it. You see, we get better prices for cash, and we have never cared to try it the other way. Then, too, the Germans are in a better position to extend credit than your makers. They are close at hand, and can look up their customers' standing better than the American makers can; and if any trouble arises they can send right over and see what it is.

"How do the prices compare? Well, they are about the same for both German and American goods. They beat you a little on made-up machines; they are getting the prices of these down more and more. It would be very difficult to give you any figures, for the equipment is different and it cuts a very big figure.

"There are rims and tires, for example. Our people won't take single tube tires; they want Dunlops, and we have to give them to them. Now, the Germans will furnish steel rims and Dunlop tires, while we have trouble getting the former from you.

Your people want to give us wood rims. We can get steel rims from them, but they are not as good as the foreign ones, and they cost us more. They are made only in small lots, while the wood rims are made in big lots. Consequently, the steel rim, which costs the least to make, is charged the most for.

"Do our people like American goods and designs better than the German or English? Well, that depends on the district. In some sections, where we have succeeded in introducing such things as one piece crank hangers, they are well liked. In others the people won't have them, and we have had to get one of your makers to design for us a three piece hanger construction—the axle and each crank being separate and the latter fastened with cotter pins. That's the way all the English and German cranks are, and the conservatism of our riders prevents their taking up with the one piece kind.

"It is the same way with internal fastenings for the handle bar and saddle post. We don't use them. Instead, we have your people make for us the old fashioned kind, with a split tube and outside bolt and nut. They take all right, and we have no trouble in selling them. It is a curious fact, too, that for 1903 one of your leading makers is sending machines abroad with fastenings just like these.

"It is very difficult to get anything new introduced in Denmark. The little makers I have referred to work all winter in their shops, building a few machines, and they can't afford to run the risk of putting new things in them. Suppose they did and the riders did not like them? Why, they would lose their trade, and that would ruin them. Consequently they keep on using the same methods, and it was hard work for us to get the one piece crank hanger started.

"It is not difficult to understand why cycling has not retained its popularity in your country," said Mr. Axel, who is a typical Dane in appearance and speaks English well, in conclusion. "It is too hot to ride. All one wants to do is to drink ice water and keep still," and he mopped his forehead as he spoke. Asked if it was not warm in Denmark, even in summer time, he said quickly:

"No, no; it never gets as warm as it is to-day."

Orient Reduced to \$375.

The automobile listing at less than \$500, long looked for, has come at last—the 4 horsepower Orient buckboard at \$375. Until this week it listed at \$500, but at the reduced figure the Waltham Manufacturing Company realize that it will become available to very many bicycle dealers in even the smaller towns and accordingly they are placing it within their reach. The car is both the lightest and the simplest one manufactured, and is of a size that will permit it to pass through the doorway of practically any store; to the man of modest means it should appeal strongly.

COMING FROM 'FRISCO

George A. Wyman Undertakes Journey Across Continent on Motor Bicycle.

Evidence that the *Motorcycle Magazine*, which is due to make its debut next month, means to start auspiciously and furnish some interesting material for its readers developed on the other side of the continent on Saturday last, 16th inst.

On that date at 2:30 p. m., there left San Francisco Geo. A. Wyman, of that city, bent on being the first man to ride a motor bicycle across the continent. He was armed with a camera and is under contract to furnish the illustrated story of his 3,000-mile journey exclusively to the *Motorcycle Magazine*, and certainly his experiences should be sufficiently varied and exciting to not only make a highly interesting narrative, but to create motorcycle interest in very many places where it does not now exist.

Wyman, who is twenty-six years old and a former racing man, is mounted on a California motor bicycle, on which last July he crossed the Sierra Nevada Mountains to Reno, Nevada, one of the most difficult journeys of 350 miles on the Pacific coast. His route to New York will carry him again over that road. From Reno he will go to Fort Wadsworth through a sandy and arid country, and thence follow the old emigrant trail to Ogden, Utah, hazarding en route the crossing of the torrid and practically waterless desert. Leaving Ogden, Cheyenne, Wyo., will be his next chief objective point; thence via Omaha, Chicago, Cleveland, Buffalo and Albany to New York. Wyman hopes to reach this city within forty days. When he left 'Frisco he was full of "New York or bust" determination, and those who know him best say that if any man living is qualified to make the trip Wyman is the man.

He reached Sacramento (110 miles) on the 17th, and remained there over night.

The Retail Record.

De Pere, Wis.—Henry Rasmussen, new shop.

Hartford, Conn.—Herbert Barstow, new shop.

Windsor, Mich.—George Murray, fire. Damage slight.

Brooklyn, N. Y.—Henry Kamosky, fire. Damage \$100.

Queer English Law.

In England motorcyclists have troubles all their own. One of them who used a trailer was haled to the court on Sunday and fined \$5 for exceeding six miles an hour, the pace prescribed for "a light locomotive with a carriage behind."

To Stop the Ticking.

A wrinkle for those who object to the ticking of the cyclometer arm when riding along is to fix a tiny piece of rubber or tire tape on the small spoke connection.

Why Not Have Satisfied Customers ?



THEY HELP YOU SELL MORE BICYCLES.

THEY HELP MAKE YOUR BUSINESS PROFITABLE.

Syracuse, N. Y., May 12th, 1903,

I have ridden this wheel of your manufacture for three years, and of the nine wheels which I have owned this has given the greatest satisfaction.

Yours truly, D. MAC MARTIN.

You can just as well as not do a frictionless business if you handle the NATIONAL.

Wise dealers are pushing it.

NATIONAL CYCLE MFG. CO.

Makers of

GOOD BICYCLES ONLY.

BAY CITY, MICHIGAN.

Tires won't make your machine,
BUT they will add greatly to its value if they are

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THE BICYCLING WORLD

FOUNDED 1877
and MOTORCYCLE REVIEW

In which is Incorporated
"The Wheel" and the "American Cyclist."

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By

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General Agents: The American News Co., New York City and its branches.

Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MAY 23, 1903.

Seasons That Have Changed.

Both the riding and the selling season used to begin in February, Washington's Birthday being looked upon as a sort of "ground hog" day. If it was an open winter hardy riders then started in to cycle with some degree of regularity; while even if there was a great deal of snow and ice the passing of February denoted that wheelmen were at least on the threshold of their annual period of activity.

With the dealers sales began in February, and the last half of that month usually made a very respectable snowing. In March the volume of business was only slightly less than in April, although it was not until the latter month that the general public came in to any great extent. May was nearly always the banner month, with a good trade during June, dropping heavily in July.

Of late years the tendency has been for buyers to hold back until spring is well advanced. People who formerly bought in March now wait until April, while former April buyers are apt to defer purchasing until May appears. It is much the same with

riding. Perhaps the cold, rainy weather of late March and early April has had something to do with it this year, but at any rate the late comers have been very late. The fine weather of the past month or more has proved very seductive; old-timers have been impelled to take up the pastime again, and are still falling into line, getting old machines put in order long after the coming of the first warm days of spring that used to deter so many of the late comers from riding.

What the effect will be regarding the continuance of sales it is not easy to say. As a rule, the more riding there is the larger is the volume of sales and the longer the buying continues. This should hold good during the present season, and the steady increase in the number of riders abroad each week—which is undeniable—is of good augury.

The City and the Country.

It is notable that in nearly every instance the papers that editorialize on the "decline of cycling" and the "passing of the bicycle" are published in the larger cities; it is rare that anything of the sort appears in the country press.

The distinction really represents the true state of affairs. The men and women who, during the "craze," thronged the asphalted avenues of the city and aimlessly rode up one side and down the other and repeated the performance many times have disappeared and the city editors judge the situation accordingly. But the man who rides or drives about the country cannot but be impressed with the great numbers of bicycles in use.

In the towns, the store of whatever sort that has not at least one bicycle standing in front of it is the exception, while on the roads leading to the towns the sight of from one to three bicycles on the porches of the residences or against the trees in the yards is nothing short of impressive; it is true that not all of the bicycles of the latest patterns, but that does not affect the fact that they are in use and that their "passing" is usually due to the pedalling of their owners.

Taking New York as an example of the big cities, it may be said without fear of contradiction that not during four years have so many bicycles been in use. For the first time in that period there has been six weeks of continued clear weather and each succeeding Saturday and Sunday has seen a marked increase in the number of bicycles on the roads; on the last two Sundays the

numbers on the cycle paths particularly have assumed almost "boom days" proportions, the number of women riders in evidence being a noteworthy and hopeful feature of the turn out.

The bicycle has never really "declined" in the country; it looks as if it was "coming back" in the city.

Fixed Gears as Curiosities.

How complete is the conquest of the coaster brake on "the other side" is evidenced by a suggestion of the Irish Cyclist.

"At the next cycle show," says that publication, "it might prove a happy idea did some manufacturer exhibit as a curiosity a bicycle with a fixed gear."

Although the coaster brake is of American origin and our manufacturers had a start on a couple of years on their foreign contemporaries, the latter were quicker to appreciate its merits and turn them to advantage, and as the Irish Cyclist's comment makes plain they are now almost universally committed to its equipment. There the fixed gear is the option offered; here the reverse is the rule; to date but one American manufacturer has catalogued a coaster brake model.

We have on several previous occasions remarked the oddity of the situation, but it will bear unlimited repetition. The coaster brake merits universal adoption. It adds a new charm to cycling—a charm that is not to be denied and that is little less pronounced than that of the pneumatic tire.

We care not what their reasons may be we say that it is time our manufacturers brushed them aside and gave the coaster brake the full recognition that is its due; they will help cycling and perforce themselves in doing so.

Make the fixed gear the option for 1904!

Effects of Experience.

It has frequently been remarked that the bicycle business is a peculiar one. Frequently the laws governing the conduct of other merchants have been ignored by cycle dealers, and with varying results. Some conspicuous successes have followed such departures, while failure has been the lot of others who struck out on lines of their own.

There have been men in the trade who sold bicycles as they could have sold no other article. Some of them achieved that end of all merchants—pecuniary success—while others built up huge businesses, but stopped far short of making them profitable.

The latter were not even merchants; their only accomplishment was the ability to dispose of goods at a loss, while deluding themselves that it was being done at a profit. The former class proved themselves to be merchants where bicycles alone were concerned. But when the narrowing of the bicycle market forced them to seek to retail other lines of merchandise they met with either partial or absolute failure. Their knowledge of bicycles was of such intimate nature that they were able to dispose of them to advantage; but when they attempted to do the same with sporting goods or other articles they found themselves face to face with failure.

There are in business to-day men who started in by selling bicycles exclusively, and ended by becoming general retailers with bicycles forming only one of their lines. They either possessed the merchandising instinct in the beginning, or acquired it by dint of close study. They are now in a position where they require neither advice nor other aid in maintaining their position. They are storekeepers first, last and all the time, and most of them at least can be depended upon to push the sale of bicycles just as hard as the demand for them seems to warrant. A few of them are, perhaps, in need of a little prodding, but even they can be relied upon to discern the signs of improved trade.

With the other two classes now chiefly concerned with the sale of bicycles—the exclusive dealers and those who have bicycles for their principal line—a general, although scarcely a marked, improvement has been taking place for several years.

In such matters as enterprise and energy there is, to be sure, much still to be desired. That is due, in large part, to the prolonged period of depression through which they have passed, and which has kept the nose of the average dealer close to the grindstone and rendered him indisposed to seek trade by the same methods that have yielded retailers in other lines such rich returns. He is content to go very slowly.

But in many other respects the dealer of to-day is a much better merchant than he was in past years.

He has learned that bicycles, like all other articles, must be treated simply as a piece of merchandise and dealt in on a profitable basis. The evils and abuses of the past—trading, guarantees, excessive competition, etc.—have been minimized, and most dealers know when they sell a machine that it is yielding them a profit—not a gross profit as shown by deducting the cost of the ma-

chants, and the cycle dealer has, by being the net, expenses of all kinds being included. This is the course adopted by all live merchants, and the cycle trade has, by being forced to follow their example, become a much better merchant.

Thawing Out.

Steadily augmenting throngs of riders have marked the present riding season, and on Saturday and Sunday last highwater mark was recorded, following what seemed to be record breaking crowds for the corresponding days of the previous week. The popular cycling roads in and around New York were alive with wheelmen, and at times there was even a congestion, progress being interfered with to some extent in consequence.

All sorts and conditions of riders made up the gathering. Big bunches of clubmen, many of them in uniform, with road officers and well kept ranks, carefully attired wheelmen and women, men and boys with derby hats and long trousers, riders with sweaters, girls in street costume, novices and scorches—all were mingled and seemed to be enjoying themselves in spite of the clouds of dust that were found whenever the asphalt was left behind. Oddly enough, there seemed to be fewer tandems out than on some of the previous days, but women's wheels were to be counted by the score.

It was, in short, an outpouring such as has long been hoped for—so long that the hopeful ones have almost lost faith in the coming. It is perfectly safe to say that no such example of the revival of wheeling interest has been witnessed since the '90's.

Tourists and Their Baggage.

Bicycle weights depend so much upon the equipment that it is not easy to make an intelligent comparison between different kinds. The road scorchers who divest his machine of everything not necessary for its proper running is one extreme; the tourist with his multifarious collection of odds and ends is the other. It is not unusual for one of the latter class to carry sufficient baggage and other impedimenta to increase the weight of the machine by half. If he is a camera fiend, with whom the taking of pictures is quite as important as the ride, he sometimes adds a third more to the already overburdened machine.

And yet, if he takes his time and chooses his road he will manage to get a maximum of pleasure out of his trip.

DECORATION DAY DOINGS

Long List of Cycling Events Scheduled for the Holiday—Where They Will Occur.

Decoration Day this year will witness as much, or more, racing activity among the cyclists around New York as in any of the bygone boom years. In the first place, the grand old Irvington-Millburn will be run as of yore, and there is every reason to anticipate success for it. It is to be conducted under the auspices of the Bay View Wheelmen, of Newark, and a very competent committee has charge of the arrangements. Officials familiar with the work, including "Happy Days" Pitman, for referee, have been invited to officiate, and the entry lists are being filled in gratifying fashion.

There are a couple of other interesting events in the forenoon, too. On Riverdale avenue the New York Motor Cycle Club will hold a hill climbing contest, and over on Long Island the Century Road Club of America will hold a fifty-mile handicap road race.

In the afternoon there is to be a big professional amateur meet at the Vailsburg track, and a five-mile handicap for motor bicycles is one of the features of an automobile meet at the Empire City track.

In Boston the new Charles River Park track will have its opening meet, with a paced race between Walthour, Elkes, Moran and Stinson, and an amateur handicap at two miles, for which a horse and buggy is the first prize. At Providence there will be meets afternoon and night, with a paced race between Elkes, McLean and Walthour as a feature at night, and one between Joe Nelson, Bennie Munroe and Basil de Guichard in the afternoon. There will be meets also at Worcester, New Haven and other cities throughout the East.

Nelson Returns From Abroad.

Little Joe Nelson arrived in America on Tuesday on the Kronprinz Wilhelm II. Nelson was met by James C. Kennedy and a number of other friends. The little fellow at once wired his manager, F. Ed Spooner, of his arrival and was ordered to Boston at once to prepare for his two races of May 30, afternoon and evening, at Providence and at Charles River Park. Nelson was much disappointed, so he said, in not being able to ride at Revere on this Saturday evening, but this he could not do, inasmuch as it will be Friday before the White Ghost, his pacing machine, will be done, and more than two days would be necessary to place him in shape for a struggle against Stinson. It was for this race that he hurried back from Europe.

Three New Clubs In Chicago.

Three new bicycling clubs were formed during this week in Chicago—the Crescent Cycling, the Rambler and the Monarch—Imperial, with 85, 81 and 45 charter members.

WILL PROVE REAL TEST

New York to Boston and Back and Only Road-side Repairs Permitted—Rules in Full.

Last year's event—from Boston to New York in two days—proving such a romp, the motor bicycle endurance run, in the promotion of which the Metropole Cycling Club has been joined by the New York Motor Cycle Club, will prove a task worthy of its title—roughly, 475 miles in three days. July 3, 4 and 5 will be the dates, and the course will be the same as last season, but instead of but one way, it will be covered twice, the start and finish being in New York. Boston will be the turning point, but the turn will be made not in the city proper, but at Chestnut Hill Reservoir, in the outskirts. Palmer, Mass., will be the stopping place on both nights.

The days' runs will be, respectively, 161, 150 and 161 miles.

The other details of the run have also been vastly altered. In substance, the rules name a given destination for each night, and say to the contestant, "Get there, not faster and not slower than a given time." Instead of established controls in the principal towns on the route, checkers only will be employed in those places, the points on which the awards will be made being scored on the times of reaching not these checkers, but only the night controls.

The objects of the run have also been considerably elucidated. As it now reads they are designed to demonstrate not only the reliability of motor bicycles, but "the endurance and judgment and the ability and skilfulness of riders in their operation and care." This means, as last year, seven men cannot qualify for gold medals. But one will be awarded, and, all other things being equal, it will be won by the competitor whose judgment of pace is keenest. The "ability and skilfulness in operation and care" will be developed by the rule which makes it incumbent on the riders to make all necessary repairs on the road and not in the control at night. The motor bicycles will not be permitted to be touched after the arrival of a contestant at the night's destination; not even the referee will have authority to grant such permission.

It cannot be denied that the rules, as a whole, are drawn to accomplish the objects laid down. They should serve to make a really instructive and interesting contest. Their full text is as follows:

The object of the contest is to demonstrate the reliability of motor bicycles and the endurance and judgment and the ability and skilfulness of riders in their operation and care.

The contest will be open to motor bicycles only, classified according to motor power, and by the term motor bicycle it must be understood that they be equipped with cranks and pedals and in condition to be

driven by pedal propulsion if occasion requires. Each contestant may pedal at any time without penalty.

The bicycles entered will be classed as follows: Class A, motors under $2\frac{1}{2}$ horsepower; Class B, motors of $2\frac{1}{2}$ horsepower and over. No entry will be accepted where, in the judgment of the committee, abnormal conditions exist. Horsepower ratings will be based upon catalogue ratings of the makers of the motors.

Where more than one machine is entered by one party the names of the various riders must be sent to the chairman not later than June 30. A separate blank must be used for each machine. The committee in charge reserves the right to reject any entry.

The contest will start at 5 a. m. of July 3 from Seventh avenue and 110th street, New York, and run to Palmer, Mass., for the first day. On July 4 the start will be made at 5 a. m. from the Palmer control and the run made to Chestnut Hill Reservoir, Boston, and back to Palmer. On July 5 the start will be made from the Palmer control at 5 a. m., and the finish will be at the starting point in New York. Starts will be made in fives at one-half minute intervals.

All contestants must report at the start at 4 a. m. of July 3.

Two numbered devices will be provided, one to be worn on the right arm the other to be pasted on the right side of the battery box or the gasoline tank. These numbers can be secured the night before at the New York Motor Cycle Club house, 1904 Broadway, where provision will be made for storing machines, before and after the contest.

All machines shall be submitted thirty minutes before the start of the contest to the referee and his assistants, who shall establish their own rules of identification. Immediately at the finish in New York the machines must be delivered to the same officials for verification.

The schedules for each contestant will be figured on the basis of a fast schedule of fifteen miles an hour for both classes, and a slow schedule of twelve miles per hour for Class B and ten miles an hour for Class A. There will be allowed on these schedules one and a quarter hours for meals. Each contestant will be furnished with these printed schedules for each day, numbered to correspond with entry number. On these schedules will be a list of prominent towns en route, with progressive mileage and comparative times, fast and slow, for convenience of rider in checking his pace. All schedules will be based on starting at the official time of 5 a. m., irrespective of actual time of starting. Failure to start as per number will not alter schedule nor cause allowances of any sort to be made. It is incumbent on competitors to be ready at the times fixed. Checkers will be located in Bridgeport, New Haven, Hartford, Springfield, Worcester and at the turning point at Chestnut Hill Reservoir, Boston. It will be the duty of these checkers to sign the checking sheets, with which each contestant will be provided, and it is imposed on the latter

to stop for this verification. The insertion of the time of arrival is not required.

In riding over the course the usual rules of the road must be observed. In riding through built-up sections the speed must not exceed eight miles an hour.

The maximum schedule, being based on legal speed limits, will leave no excuse for violation. All contestants must provide themselves with a watch, that they shall have the means for observing this rule.

Checkers will remain at their stations for three hours from the time the last contestants are due on their slow schedules. Thereafter tardy arrivals must secure signed and witnessed certificates vouching for their arrivals. One point will be given to any contestant reaching a night control, irrespective of the time of such arrival.

The entire course must be covered by the contestant's own power or the power of his motor; the act of being towed or transported or permitting his machine to be transported by any other means will carry with it disqualification.

Gasoline will be provided at points which will be notated on the schedule cards. The exact local location will be furnished on the route description sheet. All gasoline must be paid for by the contestant.

Any repairs may be made en route other than an entire substitution of bicycle or motor, but no allowance will be made therefor. Immediately on each arrival at Palmer the machine shall be delivered to the referee and shall remain in his custody or the custody of his assistants throughout the night. On the morning of July 4 and 5 the contestants will be allowed to replenish their supplies of gasoline or lubricating oil in the control, when the machines will be released by the referee, but absolutely no repairs or adjustments will be permitted between the times of reaching and leaving the Palmer control, the referee having no authority to grant such permission. Violation of this rule is equivalent to disqualification.

Awards will be made on the point system, based on the times of arrival at the Palmer and New York controls. There shall be debit points provided for exceeding the fast schedules and for delays on the slow schedules. These shall be as follows: If the maximum (fast) schedule is exceeded at any night control the rider shall be cautioned by the official in charge. Three such cautions shall disqualify. On each of the two cautions allowed a leeway of ten minutes will be granted. For each minute over the ten there shall be a penalty of two points. Any contestant arriving at any control behind his minimum (slow) schedule will be penalized one point for each minute he is tardy; on this schedule also a leeway of ten minutes will be permitted. On this basis of award a perfect score for the first day shall be 342 points, for the second day 316 points, for the third day 342 points, making a total of 1,000 points.

There shall be awarded a gold medal, based on the following rules: To the contestant who finishes with a perfect score of 1,000 points, on the above basis, and who shall also adhere most closely to his fast schedule for each day's run, without regard to any allowances heretofore provided. All other finishers who may score 1,000 points will be awarded silver medals, and to all other finishers within the rules bronze medals, on the back of which will be engraved the names of the contestant and motor bicycle ridden and the number of points made.

Protests must be filed with the referee only and within one-half hour after the protestant's finish, and by the protestant in person.

Ignorance of rules is no excuse or justification for violation. If in doubt, the time to ask questions is before starting, not afterward.

MINNEAPOLIS'S TARIFF

Repair Rates That Apply in Northwest and That are Figured to Earn Profits.

The Minneapolis Cycle Trades Association, long the best and most aggressive organization of its sort, has adopted the following repair tariff for the season of 1903:

Frame.

| | |
|---|--------------|
| Frame and fork building, labor only.. | \$6.00 |
| Cutting down..... | 4.00 |
| Cutting down and lowering hanger bracket | 5.00 |
| Inserting new tube..... | 3.00 up |
| Inserting two tubes in same frame.. | 4.50 up |
| Inserting new head with one fitting. | 2.50 |
| Inserting new head with two fittings | 3.25 |
| Inserting new hanger bracket..... | 3.50 |
| Inserting new cluster for seat post.. | 3.00 |
| Inserting new clamp fitting for seat post | 2.00 |
| Inserting new rear fork or stay... 3.00 | |
| Inserting new rear fork side and stay | 4.00 |
| Inserting new rear forks or stays and brace..... | 4.50 |
| Inserting new rear forks or stay brace | 1.00 |
| Inserting new rear fork side or stay and front fork side..... | 4.00 |
| With one new tube in same job.. | 6.00 |
| Two front fork sides and rear stays or forks and brace..... | 6.00 |
| With one new tube in same job.. | 8.00 |
| One rear fork end, \$1.25; two ends.. | 2.00 |
| One rear stay tip, \$1.00; two tips.. | 1.75 |
| Building rear forks and stays complete | 5.50 |
| Brazing one loose joint in front diamond | 1.50 up |
| Brazing two loose joints in front diamond | 2.00 up |
| Brazing one loose joint in rear diamond | 1.00 up |
| Brazing two loose joints in rear diamond | 1.50 up |
| Repairing broken tube | 2.50 up |
| Repairing two broken tubes in one frame | 3.25 up |
| Lining up frame..... | 50c. to 1.50 |
| For special factory parts add extra cost and express charges. | |

Front Forks.

| | |
|--|---------|
| New front forks..... | 3.00 up |
| Inserting new stem, regular stock.. | 1.75 |
| Inserting new stem, made to order.. | 2.00 up |
| Inserting new side, \$1.50; two sides. | 2.25 up |
| Inserting new side and stem..... | 2.50 up |
| Inserting new crown, made to order. | 3.00 up |
| Inserting new crown, regular stock. | 2.50 |
| Inserting new fork end, \$1.00; two ends | 1.50 |
| Splicing stem..... | 1.50 |
| Splicing side..... | 1.25 |
| Straightening forks or stem..... | .50 up |
| Straightening forks and stem..... | 1.00 |

Wheel Work.

| | |
|--|-----------|
| New hub at list, labor extra..... | \$1.50 up |
| Plain rim, put in..... | 2.00 |
| Laminated rim, put in..... | 2.25 |
| Clincher rim, put in..... | 2.25 |
| Enameled rim, put in..... | 2.50 |
| Rims enameled to order, each..... | .50 up |
| Trueing | .25 up |
| Coaster brakes and wheels complete. | 6.75 |
| Coaster brakes fitting old hub..... | 5.00 |
| Coaster brakes when necessary to machine to fit..... | 6.00 |

Cleaning Bicycles.

| | |
|--|---------|
| Tandem | \$2.00 |
| Bicycle | 1.00 up |
| Polishing nickel parts..... | .50 |
| Bicycle with coaster brake, extra charge | .50 |
| Chainless bicycle..... | 2.50 |
| Cleaning wheel bearing..... | .25 up |
| Cleaning hanger bearing..... | .50 up |
| Wiping outside and oiling chain... | .25 |

Enameling.

| | |
|---|--------|
| Plain colors, with or without stripes. | \$3.50 |
| With transfers, 50c. extra. | |
| Knocked down frame and forks... | 3.00 |
| Light or mottled colors, \$1 to \$1.50 extra. | |
| Enameling rims, per pair, extra... | 1.00 |
| Enameling rims and cementing on tires | 1.50 |
| Re-enameling front fork..... | .75 |

Spokes.

| | |
|--|--------|
| Respoking one wheel, \$1.75; two wheels | \$3.00 |
| Respoking put in with new rim or hub, extra..... | .75 |
| One new spoke..... | .25 |
| Each additional spoke in same wheel | .10 |
| Bluing spokes, per pair of wheels... | 1.00 |
| Charge extra for special spokes. | |

Cranks.

| | |
|---|---------|
| New crank, regular stock..... | .75 up |
| Spider crank..... | 1.25 up |
| Duplicate cranks, list and labor per hour | .50 |
| Crank pin put in..... | .25 |
| Straightening crank..... | .25 up |
| Splicing crank..... | 1.50 |

Guards.

| | |
|--|---------|
| Lacing wheel and chain guard.... | .75 |
| Lacing wheel guard..... | .50 |
| Lacing chain guard..... | .35 |
| Fitting new guard and cord, at lists; labor | .50 up |
| New brace on wheel guard, regular stock | .50 |
| Two new braces (regular stock) on chain guard..... | .50 |
| New wheel guard, complete..... | 1.50 |
| New chain guard, complete..... | 1.00 up |
| New wheel and chain guard, complete | 2.25 up |
| Above prices include cord and lacing. | |

Lathe Work.

| | |
|-------------------------------|--------------|
| Crank axle..... | \$2.00 up |
| Wheel axle..... | .50 up |
| Rear sprocket..... | 1.50 |
| New cones..... | .75 |
| New cones, made to order..... | \$1 to 1.50 |
| Ball cups..... | .75 |
| Ball cups, made to order..... | \$1 to 1.50 |
| Old cones redressed..... | .50 |
| All new bolts..... | .25c. to .50 |
| New nuts..... | .10c. to .25 |
| Pedal pin..... | 1.00 up |

Tire Work.

| | |
|--|--------|
| Vulcanizing one job..... | .75 up |
| Vulcanizing when tire is brought in separate | .75 |
| Vulcanizing each additional job in same tire..... | .35 |
| Vulcanizing stem hole and inserting new valve..... | 1.25 |
| Vulcanizing tire containing any anti-leak preparation (extra)..... | .25 |
| Plugging puncture, each..... | .25 |
| Repairing puncture in M. & W. style of tire..... | .35 up |
| Repairing puncture and cementing on tire | .50 |
| Repairing single tube tire with inner tube..... | .50 up |

| | |
|---|-----|
| Repairing puncture in detachable tire | .35 |
| New valve stem, double tube tire... | .50 |
| Inserting new valve..... | .25 |
| Inserting metal base valve..... | .50 |
| Cementing on tire..... | .25 |

Handle Bars.

| | |
|-------------------------------------|--------|
| New stem..... | \$1.00 |
| Reversing stationary bar in stem... | .75 |
| Grips, per pair, cemented on..... | .25 up |
| Cementing on grips..... | .10 |

Sprockets.

| | |
|-------------------------------------|-----------|
| New front sprocket for repair job.. | \$1.50 up |
| Rear sprocket, regular stock..... | 1.00 up |
| Changing either sprocket..... | .25 up |
| Brazing sprocket on shaft..... | 1.00 up |

Chains.

| | |
|--|-----|
| Cleaning chain..... | .25 |
| Inserting one new link..... | .25 |
| Each additional link connected to the new one..... | .10 |
| Each additional separate link..... | .15 |

Storage and Crating.

| | |
|---|--------|
| Storing wheels during riding season, week | \$.15 |
| Storing wheels during riding season, month | .50 |
| Storing wheels during riding season, and wiping outside and oiling, per month | 1.00 |
| Winter storage and insurance..... | 1.50 |
| Crating one bicycle..... | 1.00 |
| Enameling and nickeling extra. | |

Effect of Fat Sparks.

The fatter and hotter the spark the more rapid is the combustion of the charge, and consequently greater power is developed in the engine. The combustion of a cylinder charge may be likened to the rippling of water after a stone has been thrown into it. When a small stone is dropped into the water one notices but a gentle ripple extending, of course, in circles, having the place where the stone entered as a centre; whereas, if a larger stone dropped in the ripples are more violent, and they extend over a greater area. The same thing happens in a motor cylinder, for a charge does not ignite at once; but, considering the high speed at which motors are running, it takes a somewhat lengthy period for ignition to occur. Therefore, when one has a big hot spark the ignition effect is greater, and consequently combustion is more complete. There is no doubt that the power would be considerably increased if a second sparking plug were added—say one on each side of the cylinder—but makers are loth to do this, as the ordinary motorist's greatest difficulty at present is with the electric ignition. Yet for one who is thoroughly conversant with it, and does not object to the possibility of the extra trouble which may be involved by the fitting of a second sparking plug, a certain increase of power of the motor will undoubtedly be obtained without a larger consumption of gasoline.

It is concentration that counts. The flame of a candle applied direct is more uncomfortable than the diffused heat of a blast furnace, remarks the Saturday Evening Post.

HOW POWER IS LOST

Due to Lack of Right Mixture, Says Berryman, and Blames Both Makers and Riders.

"Dose her with the right mixture" is the advice of J. Berryman to the man who would obtain the best results from a motor bicycle. "That's what most men don't seem to do," he adds. "One or both of the valves may be leaking, and the loss of power is probably more due to these valves not fitting tightly upon their seats than to other causes, such as faulty springs, leaky cylinder or bad carburation," he continues.

"Have you stood with your weight upon one of the pedals? The piston in a tight chamber should resist your weight a minute or so. If it does your piston rings fit close, your cylinder is well packed and your valves must be tolerably airtight; in other words, the compression is as good as needs be.

"Then, of course, your trouble must be either due to defective spring action or imperfect gas supply, assuming that you are correct in saying the ignition is all right. But I feel sure it is one or both of these valves. Only five hundred miles! you say. That's quite enough to cause fouling with bad driving. You have doubtless been using too strong a mixture.

"A common method is to allow as little air as possible so as to get the strongest explosion. This is all very well upon occasion—as while ascending steep hills—but for ordinary running is the very reverse of correct, if for no other reason than that this fouls the sparking plug and valves and coats the chamber with a carbonated lining, which, being a non-conductor of heat, prevents cooling.

"The principle is this: Complete combustion only takes place when the charge of gas and air drawn into the chamber is not overcharged with hydro-carbon; oxygen should be excessive rather than deficient. At the firing of a charge in which there is too much gas for atmosphere some of the gas goes unignited, the oxygen of the air being admitted in insufficient quantity to form the properly proportioned compound. Hence a refuse after the explosion in the form of soot or carbon, which, through extreme heat, becomes baked onto the internal surface anywhere and everywhere. On the other hand, if the supply of gas is reduced to the minimum compatible with a full, strong sounding explosion—which, by the way, would be about one part gas to fourteen of air—you may be sure that the gas is burnt up or that you are using, in technical parlance, "a clean mixture." It is far better to let the mixture be slightly on the weak side. It is also obviously more economical. Except upon hills or upon those rare occasions when you have reasons for driving the engine at its full power and

speed, there is no object in using the strongest mixture. It is both dirty and wasteful.

"Any deficiency of power may be compensated for by advancing the spark a trifle. If she does not then answer with energy you know what you must do; allow more gas, just a suspicion! and the effect is wonderful. If all manufacturers were also riders we should have air levers capable of nicer adjustment on jolty roads. In some peculiar conditions of atmosphere this lever requires frequent readjustment, and one has often to give up trying to readjust it to exactitude because there is no means of "taking up" vibration, i. e., the movement depends upon the uncertain action of an unsteady hand. What is wanted is a finer adjustment to complete the coarser one in vogue, which latter does not admit of the long lever being moved



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the twentieth of an inch and left there with certainty.

"As to valves, you will have to grind them upon their seats with fine emery powder and oil till they are perfectly bright and smooth again. If badly pitted begin with a rather coarse emery and finish off with the finest. The inlet will be easy enough. The exhaust is more trying. By the time you have been at it—pressing it down hard and turning it with a screwdriver—for a couple of hours, perhaps, you will be glad to look upon its shining face again, and in the future tackle it before its gets so bad, or by proper driving prevent it from getting so."

Fontaine a Twin President.

W. E. Fontaine has been elected president of the Kings County Wheelmen, Brooklyn's veteran organization, succeeding George E. Needham. The fact is of more than passing interest because Fontaine is also president of the Alpha Motor Cycle Club, which, under an odd arrangement, shares the K. C. W.'s palatial clubhouse. When this arrangement was perfected, it was feared by some that it meant the swallowing up of the Alphas, but Fontaine's election makes it appear that what was supposed to be the tail is in a fair way of wagging the dog..

ROOSEVELT ON ROADS

President Makes a Characteristic Address but Says Nothing About Federal Aid.

At the good roads convention held during the dedication of the St. Louis Exposition President Roosevelt was among the speakers. He talked in his usual forcible manner, but gave no intimation that he would support the bill appropriating \$20,000,000 for federal aid in road building, which failed to pass the last Congress and which will be reintroduced at the next session. Among other things the President said:

"It is the habit of road building that gives to a people permanent greatness.

"The development of the iron road has been all that one could wish, but it is mere presumption to consider good railways as substitutes for good highways.

"We want to see cities built up, but not at the expense of the country districts.

"If the winter means to the average farmer a long line of liquid morasses through which he must painfully force his team if bent on business, and through which he must wade or swim if bent on pleasure; if an ordinary rainstorm means that the farmer's boy or girl cannot use their bicycles, you have got to expect that those who live in the rural districts will not find farm life attractive.

"We should all encourage any check to the unhealthy flow from the country to the city."

Motor Bicycles for Irish Police.

The Irish Government has given another instance of its enterprise by forming a motor bicycle corps in the Royal Irish Constabulary. Several constables are already in training, and it is expected that over a dozen will be available very soon.

The duties of the men will principally be to furnish escorts to the Lord Lieutenant during his motor tours, and when his majesty visits Ireland in the autumn he will be attended by the full escort, should he take any motor excursions. On the little frequented Irish roads motor vehicles maintain a good average speed, and no form of horse escort or ordinary cycle escort would be able to keep pace with them. The police motor cyclist will also be very useful for dispatch work, etc.

The Irish police are really a military body, but in many respects the corps is superior to most similar organizations. In mobility especially the superiority is very marked. The vast majority of the men are cyclists, and many of them possess remarkable speed qualities. Many of the officers are motorists or motor cyclists, and now that a number of the men are also being supplied with speedy motor cycles the mobility of the entire force reaches a very high standard.

PACED CIRCUIT DATES

An Ingenious Schedule for the Twelve Tracks and Their Riders—Begins June 6.

At a meeting of the Paced Circuit Committee of the National Cycling Association held on Wednesday the schedule for the pace following championship was arranged for the first six weeks of the season. The first races on the schedule are for June 6, at Revere Beach, Lowell and Atlantic City. Manhattan Beach has June 13 for its first date on this circuit, and it is the only track that begins so late. The schedule evidences remarkable ingenuity in its arrangement. After its first paced circuit meet each of the twelve tracks has a meet each successive week, and the men are switched around so that each one will meet all of the others several times. The programme is certainly calculated to show as fairly as ever can be done by the point system who is the champion.

The committee gave out but the first six weeks in order that at the close of that time the schedule may be arranged for the balance of the season. Doubtless some of the riders in the list will be replaced at that time, as it is the intention to keep no man in the regular schedule who does not take the best of care of himself and do all in his power to win in the fast company.

The circuit will run three months exactly. Four of the tracks will have the meets run on Saturdays, Revere, Lowell, Atlantic City at night, and New York in the afternoon; four will run Monday nights, Boston (Charles River Park), Hartford, Philadelphia and Pittsburg; four will have Wednesday night meets, Providence, Worcester, Baltimore and Washington. Each of the Monday and Wednesday night meets has the following evening for a rain date, while the Saturday meets in the event of rain will either have to be called off or run the following Friday night. No races are arranged for holidays or Sundays. The riders will score three points for a win, two for second and one for third. Five per cent of every purse goes into the Grand Prize Fund, which will be divided between the five leading riders at the season's close. This will be a great incentive, as the fund is certain to amount to \$3,000, and is likely to amount to double that. Every rider in the circuit will be provided with the new single pacing machines with large motors, all built alike, and capable of giving a rider more pace than he wants.

As will be observed all of the races arranged are three-cornered events and as all of the cracks are on the list and are in turn pitted against each other in the different cities, each track will be able to offer to the public an entire change of programme on each occasion and the monotony of having practically the same men appear meet after

meet will be avoided. On the surface this arrangement of the paced circuit is a happy solution of many vexed questions and should

prove of benefit to all concerned—promoters, public and racing men.

The schedule as arranged is as follows:

NORTHERN DIVISION.

| Revere. June 6. | Charles River. June 9. | Lowell. June 6. | Worcester. June 9. | Providence. June 11. | Hartford and Springfield. June 11. |
|--|--|---|---|--|---|
| McLean. Stinson. Nelson. | McLean. Nelson. Walthour. | Lawson. Walthour. Caldwell. | Stinson. Lawson. Caldwell. | Walthour. Lawson. McLean. | Caldwell. Nelson. Stinson. |
| June 13. Stinson. Walthour. Caldwell. | June 16. Stinson. McLean. Nelson. | June 13. McLean. Nelson. Lawson. | June 16. Walthour. Caldwell. Lawson. | June 18. Stinson. Nelson. Walthour. | June 18. McLean. Lawson. Caldwell. |
| June 20. Moran. Lawson. Caldwell. | June 23. Moran. Elkes. Caldwell. | June 20. Elkes. Stinson. Munroe. | June 23. Lawson. Stinson. Munroe. | June 25. Moran. Caldwell. Elkes. | June 25. Stinson. Stinson. Munroe. |
| June 27. Elkes. Lawson. Munroe. | June 30. Lawson. Elkes. Munroe. | June 27. Moran. Caldwell. Stinson. | June 30. Moran. Caldwell. Stinson. | July 2. Elkes. Munroe. Stinson. | July 2. Moran. Caldwell. Lawson. |
| July 4. Walthour. Leander. De Guich. | July 7. Leander. Elkes. Walthour. | July 4. Nelson. Maya. Elkes. | July 7. Nelson. Maya. De Guich. | July 9. Walthour. De Guich. Elkes. | July 9. Nelson. Maya. Leander. |
| July 11. Leander. Maya. Elkes. | July 14. De Guich. Nelson. Elkes. | July 11. Walthour. De Guich. Nelson. | July 14. Leander. Walthour. Maya. | July 16. Leander. Walthour. Nelson. | July 16. Elkes. De Guich. Maya. |

SOUTHERN DIVISION.

| New York. June 13. | Philadelphia. June 8. | Baltimore. June 10. | Washington. June 11. | Pittsburg. June 8. | Atlantic City. June 6. |
|---|--|--|---|--|---|
| Leander. Munroe. De Guich. | Leander. Moran. Munroe. | Maya. Leander. Munroe. | Elkes. Moran. De Guich. | Elkes. Maya. De Guich. | Leander. Munroe. De Guich. |
| June 20. Walthour. De Guich. McLean. | June 15. Elkes. De Guich. Maya. | June 17. Leander. Moran. De Guich. | June 17. Leander. Maya. Munroe. | June 15. Moran. Leander. Munroe. | June 13. Elkes. Maya. Moran. |
| June 27. Nelson. Maya. Leander. | June 22. Nelson. Leander. De Guich. | June 24. Nelson. Leander. Maya. | June 25. Walthour. McLean. De Guich. | June 22. Walthour. McLean. Maya. | June 20. Nelson. Leander. Maya. |
| July 4. Moran. McLean. Caldwell. | June 29. Walthour. McLean. Maya. | July 1. Walthour. McLean. De Guich. | July 2. Nelson. Leander. Maya. | June 29. Nelson. Leander. De Guich. | June 27. Walthour. De Guich. McLean. |
| July 11. Stinson. Lawson. Munroe. | July 6. McLean. Stinson. Munroe. | July 8. Caldwell. Stinson. Munroe. | July 9. Moran. McLean. Lawson. | July 6. Caldwell. Moran. Lawson. | July 4. Stinson. Lawson. Munroe. |
| | July 13. Caldwell. Moran. Lawson. | July 15. Moran. Lawson. McLean. | July 16. Caldwell. Munroe. Stinson. | July 13. McLean. Stinson. Munroe. | July 10. Moran. McLean. Caldwell. |

Ellegaard Awaiting Taylor.

When "Major" Taylor reaches Paris he will find in Bonhours and Ellegaard two of his most formidable European competitors. Both men are going remarkably well, Ellegaard in particular. The Dane has for two years in succession won the world's professional sprint championship. This year he commenced by winning the invitation scratch at Buffalo, and then the Prix du Printemps, beating Jacquelin in a sprint match on Easter Sunday at the Parc des Princes track, Paris. His next important win was at the Buffalo Velodrome in the

Grand Prix, beating such fliers as Harry Meyers, Owen Kimble, Piard, etc., etc. Last season the Dane was somewhat unlucky when meeting "Major" Taylor, only scoring once out of ten races, but he proposes making up for his bad luck when they meet again.

The Golden Wheel race of Friedenau, Germany, 100 kilometers, took place at Berlin last Sunday and was won by Robl, of Munich, in 1 hour 27 minutes and 48 seconds. Jimmy Michael was third, in 1 hour 30 minutes and 52 seconds.

THIRTEENTH PARIS-BORDEAUX

Aucouturier Wins the Famous French Road Race from Twenty-two Competitors.

The Paris-Bordeaux race of glorious memory, the thirteenth of the series, took place on May 9 and 10, and resulted in a comparatively easy victory for Aucouturier, the winner of the Paris-Roubaix race of a few weeks earlier. Levaloy was a good second, less than eight minutes behind Aucouturier. The latter's time was 20 hours, 3 minutes and 50 seconds. Garin's last year's record

checking place, Angouleme, was reached only three were left in the lead, namely: Aucouturier, Levaloy and Georget. The last-named made a fine effort shortly after Angouleme, and succeeded in leaving his two rivals, a stern chase ensuing which lasted over 100 miles. It was not until Chatellerault was reached, half the distance being then covered, that Aucouturier caught Georget again, and went to the front, soon taking such a substantial lead that the race seemed then all over.

But another surprise was provided shortly after by Levaloy catching up again on the leader, whom he caught just after Tours, much to his surprise. After this both kept

KRAMER IN SIX DAY RACE

Champion Enters the Event at Providence—How Hadfield "Discovered" Him.

Silver dollars by the thousand have been ordered from the mint at Philadelphia by Colonel Felix R. Wendelschaefer, of the Providence Colosseum, for the six-day race which starts June 1, on the Colosseum track, there at all times.

One of the strongest teams entered for the race is that of Frank Kramer, the sprinting champion, and Charlie Hadfield. The combination of these two riders is one of the strongest that could be formed and interesting further because Hadfield years ago

Riverdale Hill, Where the Climb for Motor Bicycles Will Occur.



The Top, the Stiffest Rise and Half-way up.

Unlike the trifling affair of four chain-driving machines in Boston, the New York Motor Cycle Club's hill-climbing contest on Riverdale Hill on Decoration Day promises to be the first event of real importance and instruction. Although the entry list does not close until Tuesday next, there are al-

ready a dozen entries in hand and nearly as many more promised. The members of the promoting club having tacitly agreed to put the various motor bicycles, both belt and chain, to the test for the lessons it should teach the manufacturers, several of the machines having failed to mount the grade, although its maximum pitch is but 12 per cent.

The competitors will be given but one trial with a rolling start, no pedalling being permitted beyond a fixed line 100 feet from the starting point. The use of mufflers will be required. The timing will be done by telegraphic apparatus, the pressing of a key at the foot of the hill as each competitor crosses the line ringing a gong for the timers stationed at the summit.

of 18 hours and 40 minutes still remains the fastest time in which the classic course has been covered.

The famous old race attracted the same public interest as in years past. It continues to be the road contest of the season, and to attract the pick of the European cracks. At the start an immense assemblage was gathered, and along the 367 miles that separate Bordeaux from Paris the watchers were strung along the roads in scores and hundreds just as they used to be in this country when the notable road races, now memories, were in progress. The weather was not as good as last year, clouds and sunshine alternating. The start was made at 5:30 o'clock Saturday morning, and 23 men received the word to go.

The pace was terrific from the start, the first 20 miles being reeled off in 45 minutes, when eight men were still together. Shortly after several dropped off, and when the first

close company, the issue of this splendid struggle looking as uncertain as ever.

Aucouturier and Levaloy "signed" together at Amboise, Blois and Orleans, while Georget was making up ground and getting near to them again. The big race was therefore interesting right up to the end, and resolved itself just in the last stage. The winner was Aucouturier, who covered the course in 20 hours 3 minutes 50 seconds; Levaloy second, 20 hours 11 minutes 20 seconds, and Georget third, 20 hours 54 minutes 8 seconds.

The first Paris-Bordeaux race was in 1891, the year in which the New York-Chicago relay run was engineered in this country. It was won by G. P. Mills, the king of English road riders, with M. A. Holbein, also an Englishman, second. The event is one that is looked forward to with keen interest by European cyclists. Public attention is riveted upon it to an extraordinary degree, and the press devotes much space to it during its various stages of progress. The beneficial influence of an event of the kind here would not be easy to overestimate.

brought out Kramer. Hadfield was an oarsman when he took a fancy to the wheel. He started training on the Vailsburg four-lap track, and as the riders were all away on the circuit the oarsman had to train alone. Realizing that a companion would be a great aid to him in his work, he hunted up Kramer, then a schoolboy, and induced him to come out and try a whirl on the track. Kramer came and was given instructions to follow his mentor for mile after mile. This he did for day after day and Hadfield was happy, for Hadfield is never so happy as when "pulling" some one in a race. But Little Kramer soon tired of following his big partner, and one day he made a dash for the tape and beat Hadfield there in great style. Then the oarsman found that he had on his hands a Tartar who trained harder than himself, whereupon it became a struggle between the pair for the mastery each day. Kramer won out so frequently that in 1896 he was placed in his novice race. He won and a year later was hailed at Indianapolis as the amateur champion, winning the title the following year and the professional championship the year following.

LAW TO SAVE LIFE

But of Course Horse Owners Will not Welcome it—Aimed at "Scary" Animals.

The automobilist, and in a lesser degree the motorcyclist, is going through practically the same experiences that fell to the lot of the cyclist of twenty years ago. The newspapers are shouting and the lawmakers compounding all manner of the old familiar laws which would make it appear that the roads were made for horses and not for men.

Appreciating that to cause a howl there is nothing like giving the other fellow a taste of his own medicine, the Motor World has drafted and in semi-seriousness has proposed a law that has created a howl in several directions where the delusion exists that the horse has paramount rights on the highway. The Motor World very soundly contends, however, that it is the horse and not the bicycle, motorcycle or automobile that balks and runs away, and is therefore the real danger of the roads and the one that requires restraining laws. The Motor World's suggested measure is merely a composite adaptation of the enactments applying to automobiles and motorcycles, and as such makes interesting reading. That it would save lives and limbs is undoubted. It follows:

AN ACT

Relating to the use of saddle and draught animals on the public highways.

Whereas it is of the utmost importance to the rights of the people of this commonwealth that the public highways of the cities, boroughs, counties and townships should be rendered safe and free from accident and danger.

Section 1. Be it enacted by the Senate and the House of Representatives of the State of — that no horse, mule, ass or ox shall be led, ridden or driven on any public highway whatsoever until the same shall have been registered with the Secretary of State.

Sec. 2. Every owner of a horse, mule, ass or ox shall within 30 days after the passage of this act make application in writing for registration of each animal owned by him, which application shall give his name and address and a brief description of the animal, including its age, color, sex, size and distinguishing marks. With each such application shall be forwarded a registration fee of \$1.

Sec. 3. Before such application be granted and such certificate of registration shall is-

sue, every owner of such animal shall prove to the satisfaction of an agent to be designated by the Secretary of State that he is competent to ride and drive and control such horse, mule, ass or ox, and that such horse, mule, ass or ox is not subject to fright by railway train, trolley car, automobile, bicycle, motor cycle, baby carriage, road or sidewalk obstructions or shadows, or any fixed or moving article or substance or by the noise of exploding firearms or fireworks.

Sec. 4. When such agent shall so certify the Secretary of State shall issue to such applicant a certificate, properly numbered, stating that such person is registered in accordance with this section, and shall cause the name of such person, with the number of his certificate, to be entered in alphabetical order in a book kept for such purpose. Every person acquiring such a certificate shall, at all times, when a horse, mule, ass or ox be led, ridden or driven, carry such certificate with him.

Sec. 5. Every such horse, mule, ass or ox shall have the number of the certificate issued by the Secretary of State placed upon its forehead in a conspicuous place and upon the back of any vehicle to which it may be attached so as to be plainly visible, the numbers to be Arabic numerals, black on white ground, each not less than three inches in height and each stroke to be of a width not less than half an inch.

Sec. 6. No horse, mule, ass or ox shall be ridden or driven on any public highway whatsoever at a speed greater than 8 miles per hour, and shall not pass a church, schoolhouse, postoffice, public building, or any intersecting street, road or lane at a speed faster than a child can walk.

Sec. 7. Every person leading, riding or driving a horse, mule, ass or ox shall on request or signal, by putting up the hand, from any pedestrian, cause the animal to immediately stop, or on signal by bell, horn or whistle from any person using a bicycle, motor cycle or automobile, shall cause said animal to stop, and when requested shall dismount from such animal or from the vehicle to which it may be attached and hold the bridle of said animal until said bicycle, motor cycle or automobile shall pass; if the animal shall give evidence of restiveness, the person leading, riding or driving it shall turn the said animal into the nearest alley, cross street, cross road or lane and there remain until the said restiveness shall subside.

Sec. 8. A person who shall lead, ride or drive a horse, mule, ass or ox on any public highway without a certificate first had and

obtained as herein provided or being the holder of such a certificate, shall refuse to exhibit the same on demand to any peace officer, shall be deemed guilty of a misdemeanor.

Sec. 9. The violation of any of the provisions of this act, or for violating any ordinance, rule or obligation adopted by the authority of any municipality, or the commissioners, trustees or other authorities of any parkway or driveway, relating to the use of saddle or draught animals, shall be deemed a misdemeanor punishable by a fine not exceeding fifty dollars for the first offence, and punishable by a fine not less than fifty dollars nor exceeding one hundred dollars, or imprisonment not exceeding thirty days, or both, for a second offence, and punishable by imprisonment, or by imprisonment not exceeding thirty days and by fine not less than one hundred dollars nor exceeding two hundred and fifty dollars for a third or subsequent offence; on conviction each violator shall be further punished for a first offence by a suspension of his right to lead, ride or drive a horse, mule, ass or ox for a period of two weeks, for a second offence by a suspension of his said right for a period of one month, and for a third offence by a revocation of his said right. A person convicted four times of violating any provision of this act shall thereafter, be disqualified and barred from the use of the public highways.

Sec. 10. In any action brought to recover damages to either person or property caused by the use of a horse, mule, ass or ox on the public highways, the restiveness or fright of such animal shall be deemed prima facie evidence of a violation of this act.

Sec. 11. All acts or parts of acts inconsistent herewith are hereby repealed.

Sec. 12. This act shall take effect immediately.

Frenchman Fears Infernal Machine.

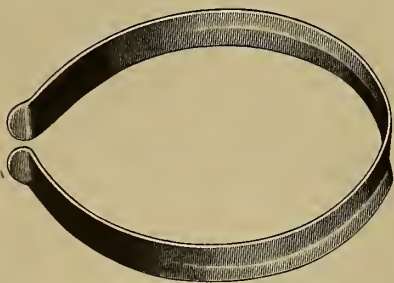
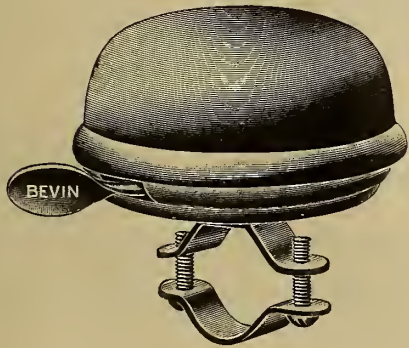
"It's curious how some things affect some men. A customer of ours has finished his business in this country, having left with us a good sized order, and is all ready to go back to France. But he is afraid to start, owing to the infernal machine scare. He thinks that another attempt will be made to blow up an ocean liner, and is worrying about being on that particular ship. He is anxious to get home, but has not booked his passage yet and will not until it seems certain that the miscreants have given up their attempts." The speaker was Charles E. Miller, the Reade street jobber, and he was in sober earnest.

If you have not yet received a copy of The Bicycling World's twenty-fifth anniversary number it is not yet too late.

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EAST HAMPTON, CONN.

Tips on Tapping.

The proper handling of taps, though apparently a simple matter, involves points of some importance—as, for instance, the correct size of hole for a given size of tap. The common and accepted statement that holes tapped in malleable iron should have full threads, and holes tapped in cast iron should not have full threads, is of a slightly legendary character. It has given rise in some quarters to a practice of boring tapping holes in cast iron larger than the correct size, so that the thread has a flattened top and is really only a partial thread. This, again, tends to a somewhat serious annoyance—the stripping of a thread. The fact that tapped holes in cast iron are commonly holes bored in framing, or other castings, to which brackets, etc., are attached as permanent fixtures, is in favor of the avoidance of stripping owing to the threads not being exposed to wear, says the Mechanical World.

In tapping malleable iron or mild steel the taps act with a cutting and squeezing effect. The squeezing tends to draw the thread being formed toward its apex—the top of the thread. If two holes are drilled the same suitable size in malleable and cast iron, the squeezing effect may give a full thread in the malleable iron, but a bare full thread in the cast iron. The sharper the taps the less is the squeezing effect. The tops of the thread in malleable iron will sometimes rag at each corner, and, the raggs meeting together, show a thread fuller than it really is. The thread in cast iron does not flow, but while the round on the top of the thread may be wanting, without any detriment to the thread, the less its absence the better.

Holes in malleable iron for tapping should therefore be bored slightly larger than holes bored in cast iron, especially when the holes are small. In addition to any slight flow of the thread accentuated by the use of oil, the resistance of malleable iron to the taps when tapping is greater than that of cast iron, and small taps are not difficult to break. Threads in malleable iron tear when oil is not used, and a rough thread is thus produced. The tearing and the torn particles tending to jam the taps make the working of the taps more difficult when oil is absent. If the holes are bored too small extra effort is needed to work the taps. This is objectionable, especially with holes for machine tapping.

False Economy and True.

The meaning of the word economy is often misunderstood. If you can make an expenditure of \$5 return a good profit, wouldn't it be better economy to spent \$100 and double the profit? Economy, then, means the using of money to good advantage. The directors of a certain railroad system replaced the general manager because they thought he was spending too much money. His successor retrenched and dividends increased for awhile. In the course of a few years the road was so run down that it had practically to be rebuilt. Was that economy? asks Printer's Ink.

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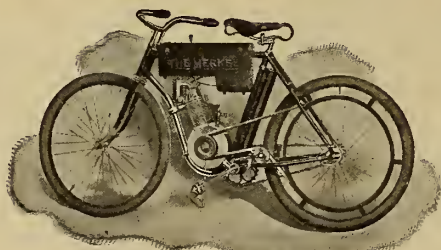
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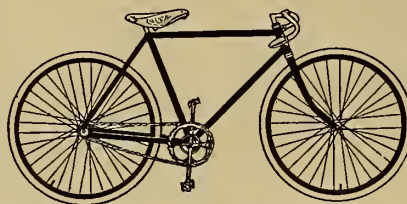
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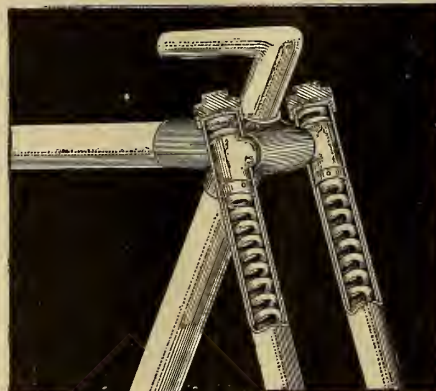
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Balloon Chase on Motor Bicycles.

A balloon chase by motor bicycles was held in Vienna on May 2. The Archduke Leopold Salvator, a member of the Austrian imperial family, was in charge of the balloon. Twenty-six motor bicyclists were ranged in opposition to the balloon, these being divided into four groups, with the intention of giving the aeronauts no loophole of escape. The balloon sped over the Wienerwald Mountains, where the roads are

exceedingly bad, and descended in a field at Tullu. When the foremost of the pursuers came up with the balloon they discovered to their annoyance that the Archduke had played a trick on them in coming down on the other side of a tributary of the Danube, and that river was between them and their prey. The Archduke laughed at their defeat, and smilingly asked them to come and capture him. Nothing daunted, one of the motorcyclists plunged into the stream

and was the first to catch up with the balloon, but as under the rules of the contest it was necessary in order to affect the capture to do so within ten minutes of the descent of the balloon, he lost, but only by one minute. The Archduke expressed himself as astonished at the speed of "the extraordinary little vehicles."

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. *63

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Morse Twin Roller. Fits regular
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From King to Princess.

King Edward is partial to bicycles as birthday gifts. He has given two of his grandsons bicycles, and on April 25, when the Princess Victoria of Wales was six years old, among her presents was a bicycle given by the King to his granddaughter. Princess Victoria is, perhaps, the youngest royal cyclist in Europe. The dimensions of the bicycle are lilliputian. Only 16 inches of tube separate the bracket and the seat post. The rims of the wheels, which are 20 inches in diameter, are made of aluminum. The diameter of the tires is ¼ inch, and the machine is geared to 44. On the front of the plain black enamelled frame appears a small "M" in gold. The whole weighs only fifteen pounds.

Tribute to Major Taylor.

In bidding goodbye to "Major" Taylor the Australian Cyclist says: "Unlike many other cycling stars that have visited these States, the colored champion has acted up to his reputation, and has proved a success both from a racing and financial standpoint. His visit to Australia has been opportune, and has given a much needed fillip to cycle racing. In return Taylor is taking from these shores some \$12,500, the result of his four months' stay in the commonwealth."

Flint Seeks to Prevent Punctures.

An ordinance has been introduced in the Flint (Mich.) Council prohibiting the throwing of broken glass, nails, tacks, &c., in the streets. This is the response to a petition presented by bicycle riders, complaining of the injury to their tires caused by the acts referred to.

Through Sleeping Car Line to Grand Rapids, Mich.

A Pullman Sleeping Car of latest construction is now attached to New York Central train leaving Grand Central Station at 4:00 p. m., daily, running through over the Michigan Central, arriving at Grand Rapids at 12:55 p. m., next day, connecting in Union Station for all points in Western Michigan. For information and sleeping car reservations inquire of New York Central Agents. ***

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10 CENTS PER COPY.**

SAMPLE COPY ON APPLICATION.

The Week's Patents.

727,592. Bicycle.—James S. Copeland, Hartford, Conn., assignor to Pope Manufacturing Company, Portland, Maine, a Corporation of Maine. Filed July 20, 1899. Serial No. 124,479. (No model.)

Claim.—1. In combination in a bicycle including a frame and driving mechanism, a support founded in and secured to the frame, a non-rotable sleeve surrounding said support and slidable thereon and consisting of two sections united by interengaging screw-threads and each having an outward-facing cone, and a rotating part mounted on said sleeve and having ball-bearings located on said cone and operatively connected with the driving mechanism.

727,708. Bicycle Attachment.—William E. Stockton, Alexandria, Ind. Filed March 31, 1902. Serial No. 100,653. (No model.)

Claim.—1. An attachment for bicycles consisting of a guide-wheel adapted to ride over one rail of a railroad, a flange on the inner side of the wheel adapted to bear against the inner side of this rail, three connecting-rods extending from the guide-wheel, one rod extending rearwardly and connected to the rear fork of a bicycle, one rod extending transversely and upwardly and connected to the front fork of the bicycle, a guide-roller positioned between the wheels of the bicycle and substantially opposite the guide-wheel and over the other rail, the roller being provided with a flange on one side adapted to bear against the inner side of this rail and supported by three braces, one brace being connected to the reach of the bicycle, one brace being connected to the front fork of the bicycle and the other brace being connected to the rod connecting the guide-wheel and front fork.

727,944. Controlling Mechanism for Internal-Combustion Engines.—Carl O. Hedstrom, Portland, Conn., assignor to George M. Hendee, Springfield, Mass. Filed October 28, 1901. Serial No. 80,194. (No model.)

Claim.—1. In an internal-combustion engine, a controlling-valve and means for periodically opening and closing said valve; a latch having a swinging movement toward and from the stem of said valve, teeth on the leading to the engine, a float-chamber con-valve-stem, and teeth on said latch to engage therewith; an adjustable sparking device, and connections between the latter and said latch to move the latter into and out of engaging position with said valve-stem.

727,972. Carburetor for Gasoline-Engines.—George Kingston, Kokomo, Ind. Filed October 3, 1902. Serial No. 125,722. (No model.)

Claim.—1. In a carburetor, the combination with an air-chamber, of a pipe communicating therewith by a V-shaped orifice and leading to the engine, a float-chamber containing liquid fuel, a conduit leading from said chamber and terminating at the apex of the V-shaped orifice, a valve constructed to vary the area of said orifice and control the flow of air therethrough, a lug carried by said valve, a needle valve in the fuel conduit to control the flow of fuel, a clamp carried by said needle-valve having a loose connection with said lug, whereby the opening or closing of the air-valve will open or close the needle-valve, two baffle-plates to prevent mixture from being forced back through and out of air-chamber by reaction or backlash of engine-valves the float-chamber containing float, valve-stem and ball-valve rigidly connected together, the ball-valve seating on lower side of seat in the bottom or top of float-chamber by rising of float attached to stem, as means for controlling the required fuel-level, substantially as described.

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| " Syracuse | 7.55 " | 11.25 " |
| " Rochester | 9.45 " | 1.15 " |
| " Buffalo | 11.40 " | |
| " Toledo | 5.55 A.M. | 8.25 " |
| " Detroit | | 3.15 P.M. |
| " Chicago | 11.50 " | |

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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, May 30, 1903.

No. 9

FAUBER STILL OBSTINATE

Refuses to Agree With Colleagues and Blocks Bottom-Bracket Settlement—All Manufacturers to be Called on.

Despite the fact that all other members of the Cycle Trades Protective Association are agreed on the subject, W. H. Fauber has not been able to overcome his fear than an amicable adjustment of the bottom bracket suit will injure his interests; as a result the settlement, which it was expected would come to pass this week, is held up.

As the members of the Protective Association had agreed to stand together, Fauber's attitude constitutes an unpleasant obstacle, and if maintained will force the case to settlement by the courts.

The proposed basis of agreement, it is understood, includes the issuance of licenses on favorable terms to all members of the Protective Association, which will not, however, become effective until 60 per cent of the manufacturers outside that organization are "signed up." This makes evident that these outsiders will be called on to either take out licenses or to stand individual suits for infringement of the patent involved.

Coaster-Brake Pool Finally Effected.

The long-projected coaster brake pool in England, which failed to "head" at the first attempt a year ago, has finally been brought into being under the title "Combination Hubs." Albert Eadie, C. A. Hyde and Albert and Ernest Brown, of Brown Brothers—which firm previously blocked the pool—are named as directors. The combination, of course, claims to possess basic patents on several features of the coaster brake, and promises to "make things interesting" for all who seek to sell articles of the sort in Great Britain.

Dunn Goes Abroad.

Harry T. Dunn, sales manager of the Fisk Rubber Company, sails from Boston on Tuesday next aboard the Saxonia for a six weeks' tour abroad. He will visit both England and the Continent, and will mix business with pleasure.

Jobbers' Association Incorporates.

The National Cycle Trade Association is now a corporation. It was incorporated under New York laws on Saturday last, with a stated capital of \$2,500, divided into 250 shares of \$10 each. The following members were named as the incorporators: Chas. H. Turner, Albany, N. Y.; Harris Parker, New Rochelle, N. Y., and James B. Pratt, New York City.

Its objects, as stated in its charter, give the association wide latitude, to-wit: "To buy and sell and to publish and distribute pamphlets and circulars in the interests of the bicycle sundry business."

Under the laws of this State corporations of the sort can have not more than thirteen directors, and as the association already has fifteen it will, of course, become necessary for two of them to retire.

Chains the Orient Motor Bicycle.

Quite the most unexpected development in the motorcycle trade occurred this week, when a chain-driven Orient made its appearance on the market. The first one will be put to the test in the New York Motorcycle Club's hill climbing contest to-day. The newcomer does not differ in appearance from the belt-driven model, the substitution of two chains gearing the motor to the crank axle and the crank axle to the rear wheel being the chief modification.

Toledo Dealer Fails.

Norman De Vaux, the well known Toledo, Ohio, dealer, failed on Saturday last. His liabilities and assets are both reckoned at \$11,000. The National Bank of Commerce is the chief creditor, but several of the tire companies are on the list for amounts varying from \$300 to \$500. De Vaux was also indebted to the Snell Cycle Fittings Company to the amount of \$1,600.

Kaestner to Make Motorcycles.

Under the title of the Charles Kaestner Co. a concern has been formed at Chicago to engage in the manufacture of motorcycles and automobiles, with a capital of \$50,000. Those behind the project are Charles Kaestner, Charles D. Cutting and H. Erskine Campbell. The company is incorporated under Illinois laws.

H. A. LOZIER DEAD

Another of Trade's "Big Four" Passes Away Suddenly Leaving Large Fortune—Rose from Farm Boy to Millionaire.

One more of the cycle trade's famous and forceful figures has joined the silent majority—Henry A. Lozier, Sr., long the head of the Lozier Manufacturing Co., and the creator of the Cleveland bicycle.

He died rather suddenly at the Waldorf-Astoria in this city Monday forenoon last, 25th inst. He had been confined to his room for a day or two, but had refused to see a doctor, considering medical treatment unnecessary. He was well enough on Monday morning to sign a check for a large amount and to direct its investment. Within two hours thereafter he suffered an attack of heart failure and failed to rally. Had he lived until August he would have been 60 years of age.

Since he disposed of his interests to the American Bicycle Co., and although attending its meetings as one of its directors, Mr. Lozier had practically retired from active participation in the bicycle business. Previously he was one of its most potent factors, being the fourth of what was frequently termed the "Big Four" of the trade. Col. Pope, A. H. Overman and the lamented R. Philip Gormully were the other members of the famous quartet.

Mr. Lozier's first venture in the bicycle business was in the fall of 1887, when he was the Ohio agent for the New Home sewing machine, of which company he became a director. He handled a few bicycles "on the side," selling them with the sewing machine. In 1890, in conjunction with J. L. Yost, of Toledo, he organized the Lozier & Yost Manufacturing Co., and placed on the market a line of spring fork bicycles for juveniles, known as the "Little Giant." In a few years he purchased the interest of Mr. Yost and reorganized the company as the Lozier Manufacturing Co., with H. A. Lozier & Co., of Cleveland, as selling agents. They placed on the market the "Cleveland" bicycle, and from that time on Mr. Lozier

was one of the master minds of the industry.

With the development of the business he surrounded himself with a staff of strong men, including Edwin Oliver, M. L. Goss, now secretary of the Baker Motor Vehicle Co., of Cleveland, and H. A. Paul, who died on the 22d inst. A few years later his son, H. A. Lozier, Jr., and his nephew, Charles E. Lozier, and L. H. Bill became identified with the company. When the foreign business was taken up E. R. Thomas was appointed manager of the Toronto branch, C. Bertrand manager of the Paris branch, F. C. Chandler manager of the London and Hamburg branches. George A. Burwell, now superintendent of the Lozier Motor Co., of Plattsburg, N. Y., and C. J. Moore, now of the Packard Motor Car Co., of Warren, Ohio, were factory superintendents. In addition to factories at Toledo, Ohio, factories were also established at Westfield, Mass.; Thompsonville, Conn., and Toronto, Canada.

In 1897, anticipating the big demand for bicycles, Mr. Lozier went into the manufacture of steel tubing at Elwood City, Pa. When the American Bicycle Company was organized all the Lozier plants, with the exception of the tube plant, were included in the deal, and it is a matter of record that Mr. Lozier was the hardest customer the underwriters had any business dealings with. He held out for his terms, and they finally decided to accept his figures, which were \$1,000,000 in cash and the balance in preferred and common stock. Later on he sold his Canadian plant to the Canada Cycle and Motor Co., for which he received \$400,000 in cash. Previous to this he consolidated his tube plant with the Shelby Steel Tube Co., which was subsequently sold to the United States Steel Corporation, a deal in which Mr. Lozier profited handsomely. For the past several years he has been the power behind the Lozier Motor Co., of Plattsburg, N. Y., which is being managed by his son Edward.

In physique Mr. Lozier was of almost ponderous proportions, and was a big man in all other respects, who did things in a large way. He was shrewd to a degree and with a natural aptitude for money making. Of the "sewing machine crowd," Chas. F. Stokes, J. L. Yost, Jos. McCune and the others who embarked in the bicycle business, Mr. Lozier was the only one whose success was not only most conspicuous, but continuous. While the others accumulated wealth during the boom, they lost it when the boom collapsed, while Mr. Lozier went right on adding to his fortune, which a close friend estimates to be \$2,500,000; he also carried \$500,000 in life insurance.

Mr. Lozier was first to realize the opening for American bicycles abroad, and before his competitors awakened had built up a highly profitable business.

"They don't know what I'm doing sending bicycles abroad, when I can sell all I make right here at home, eh?" he once re-

marked to a Bicycling World man, when the subject was discussed. "I'm getting \$10 more for my bicycles there than I could get here. That's what I'm doing."

It was but one example of his shrewdness and foresight.

Mr. Lozier always had his eye on the main chance, and he never reckoned on being a loser. He was a direct, almost blunt, and purposeful talker, and when he had anything to say he did not mince matters, but spoke his mind freely and forcefully and without waste of words. The manner in which he went from Ohio to Massachusetts and Connecticut, and from Massachusetts to Canada, and then to Plattsburg, N. Y., and induced the citizens of the several cities and towns to pay rich bonuses for the es-



H. A. LOZIER, SR.

tablishment of his various factories was always the wonder of the trade.

Mr. Lozier's rise to affluence was little short of remarkable. Born in Aurora, Ind., in August, 1843, he left his father's farm there when 17 years old and became a clerk on an Ohio River steamboat. From steamboating he drifted into the sewing machine trade, and thence into bicycles and millions.

He left a widow, three sons and one daughter. The sons are H. A. Lozier, Jr., of the American Bread Co., of New York; E. R. Lozier and Joseph Lozier, of the Lozier Motor Works, Plattsburg, N. Y.

Mr. Lozier had lived at the Waldorf-Astoria for three years, although he owned a fine residence in Case avenue, Cleveland, to which city his remains were removed for burial on Thursday.

Lozier Ex-Lieutenant Dead.

H. A. Paul, for several years sales manager of H. A. Lozier & Co., at Cleveland, and until comparatively recently a well known figure in the trade, died at Medina, Ohio, on the 22d inst. After serving the Lozier interests Mr. Paul was connected with the Keating Wheel Co., and later was manager of the Canada Cycle and Motor Co., in Toronto.

How Trade was Lost in France.

In a report to the State Department at Washington, Consul Jackson, stationed at La Rochelle, France, says:

"Three years ago all the high grade wheels sold in this section were of American manufacture, with but two exceptions. At that time the outlook was very favorable, but now all is changed. This is due probably to two things: First, the combine of dealers in American wheels in France has shut out competition of the various makes and has maintained prices that are entirely disproportionate to the cost of the same wheels in the United States, and in almost every case much dearer than the best wheels of French make; second, because the agents lack the generosity and frankness in business which encourage the sale of wheels.

"I can cite instances where purchasers at La Rochelle of one of our best known bicycles had so much trouble in having certain defects remedied that it was only after weeks of correspondence and complaint, and shipments of wheels to Paris several times, that they were able to enjoy a spin on their American machines. Two instances in particular, in which the purchasers were officials of high rank, practically destroyed our trade at La Rochelle.

"The choice of an agent for France is all important in this business, and he should not be of the 'few sales, big profits' kind. An American machine which sells for \$50 at home should sell for less than \$90 in France."

China Wants Cheap Wheels.

Consul John Fowler, of Chefoo, writes the Washington authorities, emphasizing the need of a touring bicycle in China. It is strength, he says, that is wanted, not style or flimsy adornments; the tool box should be complete, and the tools made of steel or some other metal not easily broken. There is a good demand for wheels among the Chinese, and a plain, strong, durable machine will sell widely at a remunerative price. It need not be up to date, and drop frame models will serve even better than diamond frames for the Chinaman's use.

England's Exports Still Swelling.

Returns for the month of April show that there is no sign of weakening in England's long sustained increased exportation of cycles. The gain during the month was substantial—from £61,860 in April, 1902, to £74,620 in April, 1903.

Garford Returns From Abroad.

A. L. Garford, president of the Federal Manufacturing Co., and M. M. Johnson, of counsel for the company, are due this week from Europe, where they have been for some little time. The purpose of their visit is not public property.

Firm Becomes Corporation.

Weed & Co., the Buffalo jobbers, were incorporated last week under New York laws with a capital of \$350,000. These directors were named: Hobart Weed, Jr., J. R. Smith and Shelton Wood.

NEED NOT DISGORGE

Supreme Court Makes Important Ruling Favorable to Four Months' Creditors.

Washington, D. C., May 25.—A bankruptcy decision of the highest importance to the commercial world has just been handed down by the United States Supreme Court. It modifies the practice of all bankruptcy tribunals and will affect several thousand bankruptcy cases throughout the country, as it will operate retroactively as to cases adjudicated within the past year.

The decision has been rendered in the case of Jaquith, trustee, vs. Alden, on appeal from the United States Circuit Court of Appeals for the First Circuit, and holds, in effect, that the decision in the case of Carson, Pirie, Scott & Co., in which it was held that section 57g of the National bankruptcy law required creditors receiving payments on account within four months of the filing of a bankrupt's petition to surrender such payments before being allowed to prove up the balance of their claims, does not apply in any case where the creditors sold goods or extended credit to the bankrupt after he became insolvent; provided, that such sales or credits equal or exceed in amount the payments received on account.

It will be remembered that under the decision in the Carson case, manufacturers receiving payments on account from insolvent dealers within four months of the filing of the bankrupt's petition have been obliged to surrender such payments before being permitted to prove up the balance of their claims. As the amount of dividends to be paid by the bankrupt's estate has usually been problematical, it has sometimes been impossible for a creditor to calculate with any degree of accuracy whether he would better retain his payments on account and sacrifice his claim, or surrender them and take his chances; but, in either case he has been called upon to make a very substantial sacrifice. In the case which the Supreme Court has just decided it is held that if the creditor has furnished any goods to the bankrupt within four months of the filing of his petition, he may retain payments on account of the value of such goods and still preserve his right to prove up the balance of his claim. Thus, a manufacturer who has furnished goods to a dealer at any time within four months of the presentation of the dealer's petition in bankruptcy is entitled to retain payments on account of the value of such goods, and then to prove his claim for the wares furnished prior to the date of the bankrupt's insolvency.

In taking this new view of the law, it is argued by the Supreme Court that when the net results of the transactions taking place after the bankrupt becomes insolvent is to increase his estate the payments made cannot properly be regarded as preferences within the meaning of section 57g. The de-

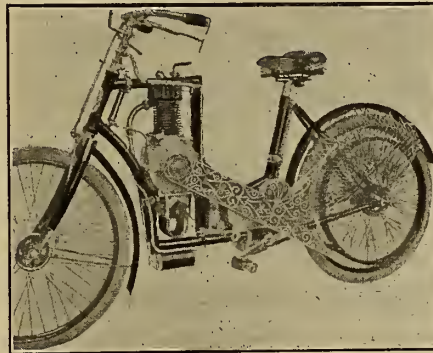
cision completely upsets the practice of bankruptcy courts of original jurisdiction, which have held with practical unanimity that all payments received within four months must be surrendered in order to entitle the creditor to prove the remainder of his claim.

Philadelphians Will Parade Again.

The Philadelphia dealers will hold their annual parade again to-day. Last year there were more than 5,000 riders in parade, and an effort is to be made to repeat this record. The parade will end at Washington Park, where there will be races. After the races there will be dancing.

Ladies' Motor Bicycle from Germany.

In the effort to produce a motor bicycle for ladies' use a Jungbrunzlau (Germany) firm has contributed the model shown by the accompanying illustration. The motor is 2½ h. p., having a rotary magneto igni-



tion, placed below the crank case. The carburettor is mounted just above the bracket tube. A somewhat ornamental belt guard, which is supposed to appeal especially to the ladies, is a notable feature. The gasolene supply tank is fitted in between the diagonal and back fork tubes. A lever control is effected from the handlebar.

Wanted a Motor Bicycle Badly.

Levi A. Premo, an assembler at the factory of the A. Clement Cycle Motor and Light Carriage Co., Hartford, Conn., was arrested at the factory Saturday afternoon for theft. He had been taking his meals at a local restaurant, and in a satchel that he left there were found a number of parts of a Clement motor. A few parts were found on him at the time of the arrest. He had nearly everything needed to build a motor, except the fly wheel. Premo had been employed by the concern for several weeks, and for the past few weeks, it is said, has been taking away parts of a motor, with the intention of building one to apply to his own bicycle.

Carried 411,614 Bicycles.

The New York Central Railroad forwarded in baggage cars during the calendar year of 1902 3,159,545 pieces of checked baggage. The number of bicycles forwarded and received by baggage car was 411,614. The number of baby carriages forwarded was 26,654.

EXCITED THE CURB

"Appearance" of New Bicycle Security Creates Wild Scramble to Purchase.

There was a wild time on the New York curb market one day last week, caused by the appearance of a new "stock" which belongs to James J. Hill's classification of "Phantom" stocks. It was called International Bicycle stock, and for a quarter of an hour it caused a great commotion. Thousands of shares were traded in, and before the bubble was pricked and the hoax discovered more than one broker thought himself wealthy. When the dreamers awoke they received a memorable drubbing from the curb crowd.

On this occasion there were no green brokers initiated, as the schemers of International Bicycle picked out oldtime brokers who were long versed in the tricks of the curb. Two brokers had most of the buying orders, while four or five others, who were informed regarding the "scoop," had selling orders. The buying orders, it was learned, came over the telephone in the usual way. The scheme was launched about 2 o'clock, when a broker rushed into the crowd crying bids on International Bicycle. Instantly he was surrounded by a howling mob. Another one who is known to be a bank stock specialist, also received an order to support the stock at 57, and if necessary take an unlimited amount of it at that figure.

The two brokers placed themselves shoulder to shoulder and valiantly fought off the attacks of the bears. Blocks of five hundred and one thousand share lots of stocks were hurled at them, but they took it all and began to bid the price up. They were met with an avalanche of stock, however, and the stock broke below 57. Then some one offered to sell ten thousand shares at 56¾. That was the last straw. A pallor suddenly overspread the ruddy face of the chief buyer and he knew a game had been worked on him.

"Oh, I was 'wise,'" he said, after the first sale had been made. "I thought I would help the game along."

Will Organize on Labor Day.

Although not definitely fixed, it is pretty well settled that the meeting to effect a national organization of motorcyclists, in which the New York Motor Cycle Club is the moving spirit, will be held on Labor Day, September 7, this being the only holiday that is not pre-empted by a motorcycle event of some nature. It is probable also that the meeting will be held at New Haven, Conn., or at one of that city's shore resorts.

Queer Rule of Labor Union.

A floating newspaper paragraph says that the Plumbers' Union of Rome, N. Y., have adopted the rule that no journeyman can ride his bicycle to and from his work during working hours, because it would be discrimination against those who have no bicycles.

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Syracuse, N. Y., May 12th, 1903,

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THE BICYCLING WORLD

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and MOTORCYCLE REVIEW

In which is Incorporated
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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MAY 30, 1903.

The "Deadness" of Cycling.

Cycling is dead. Tell it to the baggage master. During the year the New York Central Railroad handled 3,159,545 pieces of checked baggage, including trunks, bags, baby carriages and parcels of all sorts; of this total number 411,614 pieces of baggage were bicycles, or about one bicycle in every eight pieces of baggage. Cycling is dead. Let us try and convince ourselves of the fact in order to agree with the office-dried editors who talk about the "complete disappearance of the bicycle." Yes, cycling is dead. Tell it to the manufacturer who helped in the production and sale of 540,000 new bicycles last year. Alas, it is dead. Tell it to the hotel keepers along the Merriken road of Long Island, who say that if it was not for wheelmen they could not make a living. Tell it to the Century Road Club Association, which called an open run of one hundred miles and had nearly three hundred respond. A new bridge especially for bicycles has been built over Lake Wash-

ington at Seattle, Wash. Too bad, too bad! Cycling is dead. Tell it to the Police Commissioner of New York, who has just increased the bicycle police force of the metropolis. Cycling is dead—but there are a lot of people outside of those who read "jay" newspapers that do not know it.

The Opening in China.

According to our Consul at Chefoo, China, there exists in that country almost a crying demand for a plain and low priced but substantial bicycle for the use of the natives.

As China is a land of teeming millions and as America is popularly supposed to be a country with unequalled facilities for the production of such bicycles as our Consul outlines, it would seem that the American manufacturers are unusually well positioned to meet the call.

We know that they have a hearty welcome for foreign buyers who come to them, but have they sufficient interest and activity to "go after" and develop such trade as the Chefoo dispatches describe? If but a small portion of China's population is interested it should mean the sale of a good many thousands of bicycles in the course of a year or two.

Basis of Betterment.

Any marked and permanent betterment of the bicycle business is dependent to a very great degree upon the production of new and improved machines, no less than upon the notification of the public of what has been done in this respect.

Save the reaction against the too violent and too general pursuit of bicycle riding, no single thing did more to hurt the sale of machines than the widely entertained belief that each succeeding season's patterns were exactly like those that had gone before. The possessor of an old machine that is still capable of good service is not likely to sacrifice it for a song and invest in a new machine when he knows, or thinks he knows, that the latter would be no different, and certainly no better, than his old one. Similarly, the man who has not ridden for several years, and who at times has yearnings for the good old pastime that gave him so many happy hours, is seldom worked up to the buying point unless he has reason to believe that the new machine will be a decided improvement over the one he discarded years before.

How many times have we seen miniature revivals of interest in cycling caused by the

return of former riders, who returned because a much better bicycle than they had ever ridden was obtainable?

It was witnessed when the safety succeeded the high wheel, when the air tire freed riders from the vibration bogey, even when strong and easy running machines succeeded the featherweights. The men who came in at these periods found in their new machines all the pleasure they anticipated, and they came to bless the inspiration that led them to once more become the possessor of an up-to-date bicycle.

Who will attempt to deny that the time is ripe for a similar revival?

The riders who quit in the late 90's have scarcely a conception of what awaits them if they once more embark upon the cycling sea.

The motor bicycle is an unopened book, no less than the changes that have been made in the ordinary bicycle, all with the idea of enhancing the comfort and pleasure and increasing the zest to be derived from the pursuit. To all of them the bicycle of to-day would prove a revelation, and no better time than the present ever existed for bringing these facts home to them.

The Matter With the Gear Case.

It is practically admitted "on the other side" that the gear case is either dead or dying, and that the chances of riders ever viewing it with sufficient favor to warrant its being fitted as a part of the regular equipment of bicycles are very remote.

A number of reasons are assigned for this steady dwindling in popularity of what at one time was the accompaniment of nearly every good English bicycle. Riders no longer take such an interest in the fittings of their bicycles as they did formerly, and unless a device is a part of the regular equipment of a machine it stands small chance of being extensively used, it is declared. All of which is true, as witness the case of the coaster brake. In this country it is an extra, and this fact alone prevents its becoming used by nearly all riders. In England, on the other hand, the coaster brake, or its equivalent, the "free wheel" and hand brake, is to all intents and purposes standard, a condition due almost entirely to its having early been furnished as regular equipment by nearly all makers. The gear case, on the contrary, has always been an extra, the rider being able to obtain a machine without it for quite a little money less than he would have to pay for

exactly the same machine with a gear case.

Again, it is urged that the cost of the gear case has been its undoing. There is both truth and force in this contention, and it throws some light on the main subject.

The extra \$5 or so demanded for the gear case has always been a stumbling block. In the days when bicycles cost more and riders weighed each dollar of expenditure less than they do now, this \$5 was a small matter. It was paid without any marked reluctance as long as riders believed they were getting the worth of their money. But there were some riders who could ill afford to pay this extra \$5, and they bought machines sans gear cases. Now, had they suffered materially thereby the gear case might have won out, for such suffering would have been a standing testimonial to the value, even necessity, of the case. But there was no marked suffering. Riders were sometimes even of the opinion that they were better off without gear cases than with them, for sooner or later they were bound to give trouble. The fastenings, even of the best cases, were apt to get loose; falls, collisions and even careless handling altered the position of the case and caused the chain to touch it; dust and even mud would get inside and cause the chain to grind and squeak, and the work entailed in case of a broken chain or other accident requiring the partial or entire removal of the case—these were things that militated strongly against it, and, unless we are very much mistaken, account for its decline and fall.

The same influences were at work in this country, although to a much less degree. Gear cases had a trial in the 90's and were found wanting. It was not so much their extra cost as it was the trouble they gave. We are cognizant of one example of this. A rider imported one of the best English cases, fitted it to his machine, gave it a two months' trial—and then took it off and threw it into the scrap heap. He had a number of little annoying experiences with it, and the end was reached when he was caught in a violent thunder storm and found that his case got so filled with mud and water that the chain actually gave more trouble than did that of his companion's, although the latter was quite naked, and it, to be entirely frank, behaved badly enough.

In studying the gear case question we are forced to the conclusion that either the device is not suited to chain bicycles, or that it should be made of metal, thus ignoring weight, and forming a rigid and practically

undisturbable protection, much the same as do the gear cases of a chainless bicycle.

Let There be More Touring I

We have had "personally conducted" tourist parties of all sorts going abroad, even to an annual party of bicycle tourists. Why does not some enterprising rider try to turn a few healthy dollars into his coffers by trying the thing at home? Proper management is all that is needed to make the thing a success.

Many riders know how ravishingly enjoyable is a vacation spent in wheeling about from one summer resort to another. There are thousands, however, who do not know it, but who are easily susceptible to conversion. Just from the few dozen near at hand who voice their sentiments to friends one knows that there are thousands who need only some one to act as leader and chaperone in order to go a-touring on a bicycle. The remark is often made by riders that they would like to do something of the sort if only they knew the roads, just how to lay out a route, how much it would cost, and had some one to go with them. It is too much trouble with the majority to get all these things themselves, though, and so year after year slips by without their taking their often planned summer cycling tour.

There are enough grand places to be visited right in this country to make European touring ridiculous to many, many persons. Hundreds of tours, both long and short, can be laid out over an average of fair roads. Especially in the summer time, some very interesting short tours of one, two and three weeks' duration could be planned, taking in shore and mountain resorts and points of interest between. There are thousands of riders about Greater New York who never have visited interesting places nearby, such as Atlantic City, the Water Gap, the Berkshires, Newport and the beautiful resorts of Long Island and New Jersey. There are thousands of moderate means who ride a bicycle who have not been to these places by train because of the expense, and have not been by bicycle because they were unfamiliar with touring, and have had no one to advise them and dreaded to go alone; yet they all know that such places could be visited on a bicycle with comparatively little expense, and that, travelling by easy stages, the trip would be an exceedingly pleasant one.

What all these people need is a captain—some one to plan it out for them, figure the

cost, arrange the schedule and show the way. A good manager would find it profitable to be such a captain. Trips of different lengths could be arranged for vacationists, with some parties to include women and others for men exclusively, and the rate of daily travel to vary accordingly. An interesting vacation trip would be made by allowing for whole days to be spent at interesting places, so as not to compel the tourists to spend too much time in the saddle. Riding an average of fifty miles a day, or even less, now making a riding day of it and now and then a visiting day, a lot of ground can be covered in two weeks and many places visited. A trip over Staten Island, down the Jersey Coast through Long Branch and Asbury Park to Atlantic City, up to Philadelphia, to the Delaware Water Gap, across New York to the Berkshires, down through Connecticut and over to Newport, and then across the Sound to the famous cycle paths of Long Island, would make a first rate tour for thousands of New York riders who are given to riding about near home. The same idea could be carried out from various cities. It is feasible. It needs only proper advertising, business methods and judgment to make it profitable. Too many persons do not get from the bicycle the full benefit of its possibilities. They need help. Personally conducted tours would help them. This is a business suggestion for some one.

Call for Second-Hands.

Quite a little flutter is being caused by the sudden and unexpected demand for second-hand machines that has arisen during the past few weeks.

The development is interesting and welcome, no matter from which point it is viewed. It presages the appearance of new riders, and this is both encouraging and natural. It demonstrates conclusively that there is no illusion about the belief that there has been a very marked increase in the number of riders this year; and while no demonstration of this fact was really needed, so plain were the evidences, it is none the less gratifying to adduce proof upon proof in support of the fact.

The second-hand machine of good make has undoubted value. It is worth something in dollars and cents, and it forms a stepping stone to something better, for those who cannot afford even the cheaper class of new bicycles, or who, for one reason or another, do not care to invest in them.

ANOTHER WELCOME AWAITING

Hartford Business Men now Plan Reception for Col. Pope—Committee Appointed.

Following last week's welcome by his own people, those of the Columbia factory, another welcome, this time at the hands of the Hartford citizens in general is now in store for Colonel Albert A. Pope.

Colonel Pope's services be recognized. His return would boom business, and he favored a hearty reception, not a half-hearted affair. James Pullar spoke in the same line, and Alderman James P. Allen indorsed the views of the previous speakers. J. Samuels said that Colonel Pope should be honored, and that more of his kind were needed. He was in favor of a reception, but wished to hear from others what form it should take.

It was voted that the recommendation of

MOTORCYCLES RIGHT IN IT

Travel Two Hundred Miles a Day for two Days With big Cars in Britain.

A non-stop endurance run from Glasgow to London has been made an annual fixture by the western section of the Scottish Automobile Club. It is open to motor cars and motor cycles, and it is interesting to note



COL. POPE'S RECEPTION AT THE COLUMBIA FACTORY ON MAY 19.

The board of directors of the Hartford Business Men's Association having recommended that a reception be given to Colonel Pope, a special meeting of the association was held Tuesday evening to act upon the recommendation.

President Hewes, in stating the purpose of the meeting, said that the business men of Hartford could congratulate themselves upon the return of the great manufacturer who had once employed 3,200 hands. His return meant money for the business men and they ought to show their appreciation and extend him the glad hand. He asked an expression of opinion from those present.

Jesse G. Smith said it was proper that

the board of directors be carried out, that a reception be given and that a committee of arrangements be appointed with power. The board of directors appointed such committee.

C. E. Walker, manager of Pope Manufacturing Co., who was present, was called on as one who could speak for Colonel Pope. He said that the colonel had in mind the building up of the business and would be glad to meet the business men at such time as they might select. Mr. Walker offered to do anything in his power to bring about the meeting.

M. F. Dirnberger, the former racing man of Buffalo, has been made a Sidepath Commissioner there.

that while the initial run of last year had only eight starters, all told, there were twenty-two cars and seven cycles in the contest held this year on May 13.

Of nine motor cycles that were entered the following faced the starter at Glasgow: Two 2¾ h. p. Triumphs; a 2½ h. p. Quadrant, ridden by Mr. Silver; a 2 h. p. Ariel, ridden by E. Herrington; a 2¾ h. p. Brown Bros., ridden by F. E. Coles, and two 2¾ h. p. Humbers, ridden by B. Yates and J. F. Crundall.

From Glasgow the route followed for the first day's run was by the old coaching road to Carlisle (95 miles), and thence over Shap Fell (129 miles) to Kendal (139¼ miles), and

via Skipton (185¼ miles) to Otley and Leeds (212 miles). The maximum time allowed for the distance was 18 hours and 10 minutes, and no stoppages were allowed, except for traffic or accidental detours. The roads were not in good order, owing to recent rainfalls. Wet and grit greatly troubled the belt-driven motorcycles. It was difficult to keep watch upon the cycles, because the riders pleased themselves about their position in the procession, and mostly went to the front.

The journey of 402½ miles was completed in two days, the cycles proving the equal of the big cars in speed and reliability. Messrs. Silver and Coles finished, respectively, third and fourth, only one minute later than the first man in, who was the famous Jarrott, and abreast of the third man. The others finished soon after, all well within the time limit, after having done 200 miles a day for two days.

The Youngest Pace Follower.

Basil De Guichard is the youngest pace following cyclist of the world. He is four months less than 18 years old. The lad came to America last year to ride under the management of Pat Sheehan, but being second man on the team, claims not to have had the opportunity which should have been his in order that he might develop.

De Guichard took naturally to the wheel. His father tells how he entered for a long race in Paris, one of the celebrated events over there. Basil did not tell his father, being but 15 years of age. He trained slyly, and finally won the race and broke records and finished with many minutes to spare.

Later he rode from Paris to Rome all alone, and through the Swiss Alps, where he was forced to plunge along through snow many feet deep. The boy met with a royal reception when he reached Rome. Upon taking up paced work he gained a number of notable victories over foreign pace followers, many of them well known in America.

Linton no Match for Continent.

"Tom" Linton went down before Continent at Dresden on May 3, in three successive races. The events were at 10, 23 and 50 kilometers, respectively, the times being 9 minutes 21-5 seconds, 23 minutes 40 seconds and 46 minutes 13-2-5 seconds. In the 50-kilometer race Continent changed his mount, and then won.

Chase Makes Motorcycle Records.

Fred W. Chase, the English cyclist, made some new world's records last Friday at Canning Town. He covered a mile with a flying start in 1.063-5, and with a standing start in 1.152-5; five miles with flying start in 5.38, and with standing start in 5.572-5; ten miles with standing start in 11.35.

Cambridge and Chelsea Devide Honors.

In an intercity, paced, team race between Stinson and Nat Butler, representing Cambridge, and Moran and McLean, representing Chelsea, at the Revere track last Saturday, the honors were evenly divided. The distance was at five miles. First Stinson beat McLean, then Moran defeated Butler, next Butler beat McLean, and finally Moran beat Stinson. The last heat was made a pursuit race, because the pacing machines went wrong. Summaries of the other events follow:

Two-mile handicap, amateur: Final heat won by Ralph Wyatt (70 yards); second, A. Beyerman (scratch); third, tie between W. J. Potter (scratch) and L. A. Stoughton (80 yards). Time, 4m. 28s.

Ten-mile open, amateur: Won by W. J. Potter; second, A. Beyerman; third, Joe Curry. Time, 26m. 4s.

What Single Pace Demands.

Motorcycle men for pacemaking are being tried and found wanting on the big singles and several who started the season have already lost their positions. Handling a big, powerful single motor, steering and looking after the engine while travelling at the gait of a mile a minute, is quite another proposition from work on the tandem. On the tandem the rear man had no worry at all except his motor, and the man following had no worry, while the front man did all the steering. On the single the pace-maker must look after his man, his engine and the route he is travelling, and it takes a man with nerve and a man with a head to do all these things successfully.

Minutes Instead of Miles.

The first big outdoor cycle meet of the year near New York is scheduled to take place at the Vailsburg Board Track, Newark, to-day. The meet will be held under the auspices of the Bay View Wheelmen, and an exceptionally strong card, consisting of professional and amateur sprint races, will be run off. The cash prize contests will bring together Champion Frank Kramer and Iver Lawson in the open sprints, and Floyd MacFarland and W. S. Fenn in the handicap. The first event will be a 30-minute race for motor bicycles, time and lot distance being the basis, as recently suggested by the Bicycling World.

Elkes Establishes a Record.

New world's records were made in the motor-paced race at the Coliseum track, Philadelphia, Friday night of last week. Munroe and Maya punctured their tires in the preliminary heats with Elkes and De Guichard. In the final Elkes won over the Frenchman in the remarkable time of 6:272-5 for five miles, covering the last mile in 1:143-5, breaking all world's records. Munroe's chain broke in the semi-final, giving Maya third place. The best previous American record was made at Pittsburg by Nelson last season—1:20 for one mile, 6:37 for five miles.

Taylor to Follow Pace?

Little Joe Nelson brings back a few interesting bits of news from Paris. Nelson says that Major Taylor was looked for in Paris May 20, and that he will remain there until late in June, when he will come to America to race probably back of pace. Taylor is very anxious to join the pace followers, as he believes that in a paced race the white men would be less liable to conspire against him. Nelson also says that Frank Waller is in England, from which place he wrote to Charles S. Wells asking him for a position. Wells could not give Waller work inasmuch as the rider is under international suspension from the cycle track through the N. C. A., and this suspension is active in every country. Tommy Hall, whom Americans will remember from last season, has been married and is planning to quit cycle racing.

Aspirants for Motorcycle Championship.

The motorcycle feature of the automobile meet to be held to-day at Empire City track has attracted a promising lot of entries. The race and its entries, as they appear on the programme, are as follows:

Five miles; motor bicycle amateur championship of America; open only to regularly catalogued motor bicycles equipped for pedal propulsion; contestants must be registered N. C. A. amateurs.—Wally Owen (Indian 1¾), Fred A. Baker (Indian 1¾), Frank P. Baker (Indian 1¾), Fred W. Rogers (Indian 1¾), H. E. Whitehouse (Warwick 1¾), G. H. Curtis (Curtis 5), E. J. Willis (Merkle 1¾), Chas. G. Arnold (Orient 3), Chas. Gustafson (Indian 1¾), Geo. N. Holden (Indian 1¾), Chas. G. Embleton (Indian 1¾), Wm. F. Murphy (Mitchell 3¾), Wm. P. Dugan (Orient 3), James R. Ready (Orient 2¾).

Elkes Wins in Philadelphia.

In the second of the series of paced races being held at the Coliseum, Philadelphia, Harry Elkes on Tuesday night was again victorious. It was a five-mile race, run in heats, between Elkes and Maya, Downing and De Guichard, the winners to ride a final for first and second place and the losers to ride for third and fourth place. Elkes defeated Maya and De Guichard defeated Downing. Elkes then won from De Guichard. Downing defeated Maya for third place. Elkes' time in the final heat was 6.37.

Has Ridden 120,000 Miles.

An extraordinary mileage is claimed for a Frenchman named le Quicheux, now living in England. He has been cycling since 1877, and during the period to date has covered 120,600 miles, which is an average of 6,030 miles per annum. His maximum distance was two years ago, when he covered 11,178 miles.

The annual "Journal" century run, which always has a greater number of riders than any other run of the sort about New York, is to be run this year on June 27. It is hoped to have 1,000 in the run.

MONROE AS BOY SANDOW

Young Tennessee Pace Follower's Remarkable Muscular Development.

If strength was everything, then Bennie Munroe would easily wear the championship crown. From head to foot the little rider from the South is built for business. Muscles are prominent on him everywhere. The bicycle riding muscle on Munroe is so considerable as to seem abnormal in comparison with others. This muscle is on the inside of the thigh, and on other riders slightly protrudes, but on Munroe forms just above the knee and across the front of the leg in a bunch which is so pliable that it may be lapped down over the knee. It is so large as to be seen very distinctly in a photograph. But this is not the only prominent muscle, for Munroe, when in shape, shows three ribs across his stomach which show more and more prominent as he gets into the season. By these six ribs of muscle may be known his condition, for when all show plainly, then he is in shape. In strength feats he displays unusual powers in the upper parts of his body, unlike most other racing men. He is able to lift 800 pounds dead weight from the floor, and will put a 100 pound weight straight up with either arm without trouble. Munroe is rather slight of stature, being 5 feet 4 inches in height and 146 lbs. weight. This weight is less in the height of the season. The little Southerner started racing in 1897 on the Southern Circuit. For a number of years he knocked around in the game without an object in view and without proper attention. In the spring of 1902 Spooner and Wells, of Newark, took him in hand and altered his methods of training and his ways of living. Inspired with confidence in his own ability he trained as a cyclist should train, with the result that during 1902 there was hardly a faster rider in the land. Last fall he fell and fractured his skull in three places, losing considerable of his skull in the operation that followed.

Hour Record for Motorcycles.

On May 13 at Canning Town, England, G. A. Barnes made a successful attempt on the world's motor cycle record for one hour. His own records up to twenty-seven miles were undisturbed, but from that distance until the finish he succeeded in establishing these new records:

| | Barnes's times. | | Previous record. | |
|----------------|-----------------|--------|------------------|--------|
| | Mins. | Secs. | Mins. | Secs. |
| Thirty | 36 | 48 4-5 | 40 | 35 3-5 |
| Forty | 49 | 2 2-5 | 54 | 24 4-5 |
| Forty-five ... | 55 | 11 | 61 | 11 4-5 |
| Forty-eight .. | 59 | 0 | 65 | 15 2-5 |

Forty-eight miles 1,395 yards in one hour.
There is no one hour American record.

"The Motor: What It Is and How It Works." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

No Substitute for the Bicycle.

It is to be hoped that the day of the bicycle will return, for it played a beneficent part in our life, for which no adequate substitute has been found, says the Springfield (Mass.) Republican. It was the great merit of the bicycle that it was within the means of every one who could spend a few dollars on a second-hand wheel. It took out into the open air many thousands of people who had led a sedentary life, and who, it is to be feared, are relapsing into their indoor habits. It made city people familiar with the country they lived in, and brought them health and vigor by their excursions. The motor car gives the fresh air, but it does not give the exercise, which, while by no means complete, was most valuable, and superior to that afforded by most kinds of sports. Why condemn the bicycle to the lumber room? Cycling was good sport in 1893—it is exactly as good in 1903, and it is likely that many people secretly think so who do not ride simply because it is not the fashion. It would be well if the fashion could be revived.

To Eliminate Luck in Coasting.

Although the distinction between bicycles with and without coaster brakes has been wiped out in this year's rules for the Metropolitan Cycling Club's coasting contest on Lafayette Boulevard, this city, on June 6, it is the intention to as far as possible remove the element of luck in the fight for the four high grade bicycles which head the long list of prizes. To this end the four contestants who coast furthest will be restarted in two heats, and of these four he who then coasts the greatest distance will be given first choice of prizes, and the others their choices in the order of their finishes in these heats. The other prizes will be allotted according to values in the order of distances coasted by the respective riders, who will be started in pairs from the top of the long hill.

Will Test Vailsburg Law.

Manager Bloemcke of the Vailsburg track is keeping absolutely mum concerning his plans. It is generally supposed that he is looking for a site on which to build a new track. Rumor in Newark has it, however, that he is still pulling wires in the hope of being able to run Sunday races at Vailsburg. It is said that a race meet is likely to be run there on Sunday, June 7, and that if it is stopped by the police action will be taken to compel the authorities to stop all the baseball and other Sunday games in the county.

One thing is certain, the track is being repaired and placed in condition for racing, and it is not likely that this would be so unless there was a prospect of there being something doing beyond the one meet of the Bay View Wheelmen to be held there to-day.

Jack Prince is to begin work on a new track at Lowell, Mass., the first of next week and finish it in ten days.

WYMAN NOW IN UTAH

Cross-Continent Motorcyclist Makes Good Progress Despite Snow and Sand.

George A. Wyman, who is coming across the continent on a motor bicycle, accumulating a rich fund of experiences and a fine collection of photographs with which the readers of the Motorcycle Magazine will be regaled, is now well on his way to New York.

He reached Reno, Nevada, 350 miles from San Francisco, on the evening of the 20th, after crossing the Sierra Nevada range and getting deep in the snow. He tried to ride through it, but found it 15 feet deep in places and so returned to the railway snow sheds and wearily pushed his machine over the ties in the semi-darkness.

"The roads are so bad," he writes, "that I have had to both walk and ride the ties a great deal; it shakes me up quite a bit, but I am getting used to it and have 'bumped it' for as much as 12 miles per hour."

After leaving Reno and the snow behind him Wyman plunged into the long, hot waste of sand that lies beyond—sand "so deep," he says, "that I could not push my wheel ten feet through it without stopping to catch my wind." He says he does not believe a motorcycle of any power could drive through it—the shifting sand simply slips from under. On one occasion he left the railroad ties for a supposed better road, and although he went but one mile away it took him an hour to walk back through the sand. He, however, had no trouble in obtaining water on the desert, as water stations have been established every 20 miles by the railroad. He reached Humboldt, Nev., on the 22d and Baque Creek, also Nevada, on the 23d, covering 100 miles during the day despite a nasty fall which broke his handlebar and bruised him badly; he was forced to extemporize a stick for a handlebar.

He could not obtain a new bar until he reached Ogden, Utah, at which place he arrived on Thursday, the 28th, at 11 o'clock a. m. He took a "day off" there, not leaving the Utah city until the following morning.

"Black No. 2" in Paris.

Advices from Paris are to the effect that Woody Hedspeth, the colored rider from Chicago, arrived there on May 19, two days ahead of "Major" Taylor. Hedspeth reached France with only a valise to his credit. He had not even one bicycle, but was there with a hope of arranging with some manufacturer to ride a wheel of French make. The Parisians have dubbed Hedspeth "Black No. 2."

An international team race for amateurs is being planned by the Polytechnic Cycling Club, the famous old English racing organization. The idea is to select a team of French riders to ride against one selected from the Polytechnic Club.

NEARLY 100 ENTRANTS

Good Old Irvington-Millburn Still a Potent Attraction—The Men and their Handicaps.

Everything is promising for a rousing good contest over the classic Irvington-Millburn course in New-Jersey to-day.

The committee of the Bay View Wheelmen have managed well, and there is a list of ninety-two youngsters declared for the event. Of these the number of absolute novices is unusually large, which affords a prospect of a new star being brought into view. There were twenty-seven candidates of whom Handicapper Wetmore could get no history of former performances on track or road. Instead of these being all put in one bunch on the "strangers' mark," they have been split into three bunches, with handicaps of 4:45, 5:00 and 5:15. This is calculated to result in a better stringing out at the finish, and a reduction of the chances of a helter skelter spill.

The showing this year is quite up to the average, although the number of entries is less than it was last year, when it totaled 103. One of the scratch men in the race is Charles Schlee, who won the time prize last year, and established a new record of 1 hour, 7 minutes and 42 seconds for the course, thereby supplanting Monte Scott's record of 1:08:47, which had stood since 1895. Samuel La Voice, the Syracuse lad who won the race last year from the 3:30 mark, and James Zanes, of Newark, who finished second from the 5 minute mark, are the other two scratch men.

The prizes for the race include a Columbia chainless, a Wolff-American, Pierce, National, Yale, Reading Standard and Snell bicycles for position prizes, with sweaters, tires, racing suits, lamps, etc., in greater number than usual. The start this year will be at 10:30 o'clock sharp, half an hour earlier than usual.

The full list of entries, with their handicaps, is as follows:

SEVEN MINUTES.

- 1—Anthony Manzo, Jersey City.
- 2—C. V. Gunther, New York.
- 3—A. C. Spain, Bloomfield.

SIX MINUTES, THIRTY SECONDS.

- 4—John Wilkins, Newark.
- 5—Thomas Gavin, Newark.
- 6—J. J. Huss, Newark.

SIX MINUTES.

- 7—Edward Rupprecht, Newark.
- 8—Frank Cavanagh, Newark.
- 9—David Mackay, Newark.
- 10—E. L. Mead, Bayonne.
- 11—J. L. Sullivan, Newark.
- 12—D. A. Long, Rahway.
- 13—R. L. Guttridge, Netherwood.
- 14—Arthur Wear, Newark.
- 15—Joseph Orlando, Brooklyn.
- 16—E. F. Baitelle, Maplewood.
- 17—C. C. Ayers, Newark.

FIVE MINUTES, THIRTY SECONDS.

- 18—Hugo Margo, Newark.
- 19—A. T. Ziegler, Bloomfield.

- 20—Charles Reheman, New York.
- 21—Sydney Fisher, Wyoming.
- 22—William Drastal, Newark.
- 23—J. A. Eisele, B. V. W., Newark.
- 24—Albert Bowers, Rahway.
- 25—C. W. Bowers, Rahway.
- 26—Adolph Krohn, M. C. C., Brooklyn.
- 27—Edward Van Iderstine, Maplewood.

FIVE MINUTES, FIFTEEN SECONDS.

- 28—R. W. Gorham, New York.
- 29—Jimmy Beaver, New York.
- 30—Adolph Rigling, Newark.
- 31—Fred Brunner, Newark.
- 32—Alex Kueller, Newark.
- 33—Richard Hoffman, Somerville.
- 34—Peter A. Dangar, Rockaway.
- 35—Emil W. Wurgler, Perth Amboy.
- 36—William Widman, Newark.
- 37—John A. Cox, Cox's Landing, W. Va.

FIVE MINUTES.

- 38—J. L. Picaut, West Hoboken.
- 39—L. G. Smith, Huntington, W. Va.
- 40—J. H. McIntyre, Newark.
- 41—H. J. Madden, Newark.
- 42—Fred Kugler, Somerville.
- 43—Otto Kretchmer, Newark.
- 44—W. H. B. Edwards, Newark.
- 45—Andrew Senson, Newark.
- 46—Bill Yesperson, Newark.
- 47—W. T. Cooper, O. W., Orange.
- 48—Charles Vanderveer, Cranford.

FOUR MINUTES, FORTY-FIVE SECONDS.

- 49—John Kanff, Harrison.
- 50—H. J. Holmes, Paterson.
- 51—Charles Faiss, Newark.
- 52—Alfred Ashurst, Newark.
- 53—Daniel Woehr, Newark.
- 54—H. J. Gilbert, Newark.
- 55—Anthony Charles, East Orange.
- 56—John Hardegan, M. C. C., Brooklyn.
- 57—Oscar Wolfhurst, Irvington.

FOUR MINUTES, THIRTY SECONDS.

- 58—Ed. Carpenter, Somerville.
- 59—Art Kinloch, A. W., Passaic.
- 60—F. J. Poole, Newark.
- 61—William Tremper, Paterson.
- 62—Gus Mossinan, Rahway.
- 63—J. S. Fiburcio, Elizabeth.
- 64—Gustav Colvin, Paterson.
- 65—Walter J. Ross, Newark.

FOUR MINUTES, THIRTY SECONDS.

- 66—Charles Nerent, New York.
- 67—Henry Hubert, Elizabethport.
- 68—Fred Rosendorf, N. C. C., Brooklyn.
- 69—William K. Stober, K. C. W., Brooklyn.
- 70—Roy Markley, Hastings-on-Hudson.
- 71—J. J. Marnello, Newark.
- 72—O. Watson, Newark.

FOUR MINUTES.

- 73—E. J. Abernethy, Hilton.
- 74—Henry Hinkley, Newark.
- 75—Henning Wallin, M. C. C., Brooklyn.
- 76—George Smith, Watsessing.
- 77—John W. Parsons, Brookdale.
- 78—C. W. Widman, Newark.

THREE MINUTES.

- 79—William Wilkins, jr., New York.
- 80—Albert Widman, Newark.
- 81—H. S. R. Smith, New York.
- 82—Otto E. Wolf, Watsessing.
- 83—Wellington Smith, Maplewood.
- 84—Fred E. Kirchner, New York.
- 85—Victor J. Lind, Brooklyn.

ONE MINUTE, THIRTY SECONDS.

- 86—Rudolph Stober, Brooklyn.
- 87—Jerome Steinert, Hickville, L. I.
- 88—Edward Myers, Paterson.
- 89—Robert Myers, Paterson.

SCRATCH.

- 90—Charles Schlee, Newark.
- 91—James Zanes, Newark.
- 92—Samuel La Voice, Jersey City.

FIRST UP-HILL TEST

Today's Hill Climb for Motor Bicycles Draws Big Field—Surprises Possible.

That the hill climbing contest of the New York Motor Cycle Club which occurs this forenoon on Riverdale Hill, will prove a pretentious affair is indicated by the length of the entry list. For the first time it will bring together for a test of the sort the several makes of motorcycles, but one machine of prominence being unrepresented. The Hendee people are bent on wiping out the defeat sustained in the little affair in Boston last month, and for the purpose have entered almost a tribe of Indians—fourteen in all. The Warwick, the victor on that occasion, is again content to put its trust in a lone entrant, who is reputed to know his book thoroughly. In addition, the Indians will also have to reckon with several newcomers that are reputed to be "hill eaters"—the new Mitchell, the new Columbia and the new two-cylindered Hercules and the new chain-driven Orient, this giving the affair interest far out of the common.

The entry list in full follows:

J. J. Rogers, New York, 1¼ Indian; Lewis R. Sniffen, New York, 3½ Mitchell; F. A. Baker, Brooklyn, 1¼ Indian; R. G. Betts, N. Y. M. C. C., 2¼ Merkel; George B. Peiper, Brooklyn, 1¼ Indian; F. W. Rogers, New York, 1¼ Indian; John E. Oest, N. Y. M. C. C., 1¼ Werner; George M. Hendee, Springfield, Mass., 1¼ Indian; N. P. Bernard, Hartford, Conn., 2¼ Columbia; David D. Miller, N. Y. M. C. C., 4 Orient; Steve Washer, Paterson, N. J., 1¼ Indian; George N. Holden, Springfield, Mass., 1¼ Indian; H. J. Johnsen, Paterson, N. J.; 1¼ Indian; Henry Allmen, N. Y. M. C. C., 3½ Mitchell; George W. Sherman, N. Y. M. C. C., 1¼ Indian; Oscar Hedstrom, Springfield, Mass., 1¼ Indian; G. H. Curtiss, Hammondsport, N. Y., 5 Hercules; Charles Gustafson, Springfield, Mass., 1¼ Indian; John M. O'Malley, Hartford, Conn., 2¼ Columbia; C. Mankowski, N. Y. M. C. C., 3½ Mitchell; W. F. Wahrenberger, New York, 2¼ Orient; J. I. Brandenburg, New York, 1¼ Thor; S. Gould, Brooklyn, 1¼ Indian; H. E. Whitehouse, Springfield, Mass., 1¼ Warwick; William E. Fontaine, Alpha M. C. C., 3¼ Orient; Charles G. Embleton, Westfield, N. J., 1¼ Indian; G. H. Wagner, Hastings, N. Y., 2 Holley; Frederick Thourot, N. Y. M. C. C., 2 Clutch Special; George P. Jenkins, N. Y. M. C. C., 3 Marsh; Frank P. Baker, Brooklyn, 1¼ Indian; C. G. Arnold, Alpha M. C. C., 4 Orient.

When Jimmy Moran makes his appearance on the paced circuit this summer he will be arrayed in the colors of the shamrock, and his motor will be rigged out in bright green as well. Moran's manager took to the suggestion very readily and at once gave orders to rig out the motor in the shade of green desired.

GOOD ROADS RESOLUTIONS

Long, but out of the Usual—To Honor Thomas Jefferson and Why.

Resolutions adopted by public gatherings are usually considered pretty dry reading, but there are times when such resolutions indicate the meaning and scope of a great popular movement, and in such cases they become of such interest and importance as to justify their wide circulation. The good roads movement is of this character. Public interest in this movement is increasing by leaps and bounds. Hence the resolutions adopted by the great convention at St. Louis which embody the programme of the good roads people will be read with keen interest by thousands in every section of the country. This was undoubtedly the most representative gathering of men interested in road improvement ever held in the United States. Hundreds of prominent men took part in the deliberations, and among the speakers were two of the nation's most distinguished citizens, President Roosevelt, and Colonel William J. Bryan.

The following are resolutions that were unanimously adopted:

We, the delegates of the National and International Good Roads Association, assembled in the city of St. Louis, April 27, 28 and 29, 1903, impressed with the great necessity of improving the highways of our country, hereby declare it as our unalterable judgment:

1. That the building of good roads in the United States is now of paramount importance to national prosperity and commercial supremacy.

2. That we recommend the harmonious co-operation of township, county, State and national government in furtherance of this great end.

3. That the association believes that the appropriation heretofore made for the building of railroads, canals, the improvement of the rivers and harbors has been wise and beneficent, but an appropriation for the improvement of our common highways has now become necessary to extend the blessings of intelligence and to promote a high order of citizenship among all classes of people and to meet the ever-growing necessities of the agricultural interests.

4. That we believe it is now as important that the national government assist in the improvement of the common highways and post roads of the country as it is for it to care for the rivers and harbors, and we therefore demand, in justice to the agricultural classes, federal appropriations to highway construction as provided for in the Brownlow bill.

5. That these resolutions favoring national aid shall be presented to the Congress of the United States by a committee composed of one person from each State in the Union, to be selected by the secretary of the Na-

tional Good Roads Association, who shall also arrange the date and place of meeting in Washington, D. C., and for the presentation of said resolutions by the said committee to the committees of Congress having charge of the bill, provided that representatives of the commercial and industrial organizations interested in highway improvement may be included in said committee, to be selected in like manner.

6. Whereas, The greatest progress in the improvement of the public highways has been made in the States which have adopted the principles of State and local co-operation;

Resolved, That this convention hereby declares itself in favor of State aid in the improvement of the public highways.

7. Whereas, There is a growing demand on the part of the people for the co-opera-



NEW YORK BRANCH 214-216 WEST 47TH STREET.

tion of the United States Government with the States and the civil subdivisions thereof in the work of public road building; and

Whereas, Thomas Jefferson, on March 29, 1806, approved an act for laying out and building a public road from Cumberland, Md., to Ohio, thereby establishing a precedent for the undertaking by the Government of the United States of the work of public road building; and

Whereas, The Jefferson Memorial Road Association has begun the construction of a memorial road to connect Monticello, the home and tomb of Jefferson, with the University of Virginia, to serve as a national object lesson road; therefore be it

Resolved, That the National and International Good Roads Convention heartily indorses and approves the construction of the memorial road to honor the memory of Jefferson and at the same time promote a great public reform, of which he was a consistent and wise advocate, and it therefore urges all advocates of road improvement to aid in its completion.

8. That we favor the organization of road associations by States, Congressional districts and counties, which shall have for their object the improvement of public highways, the naming and beautifying of the same, and the numbering of the country houses, so as to facilitate travel and the rural free delivery of the mails.

LAND WITHOUT ANIMALS

The Odd Situation in Japan That Makes for the use of Bicycles.

One reason why the Flowery Empire is developing such a capacity for bicycles may be due to the fact that Japan is a land without domestic animals. It is this lack which strikes the stranger so forcibly in looking upon Japanese landscapes, says a recent visitor.

There are no cows—the Japanese neither drink milk nor eat meat. There are but few horses, and these are imported mainly for the use of foreigners. The freight carts in the city streets are pulled and pushed by coolies, and the pleasure carriages are drawn by men.

There are but few dogs, and these are neither used as watch dogs, beasts of burden nor in hunting, except by foreigners. There are no sheep in Japan, and wool is not used in clothing, silk and cotton being the staples. There are no pigs—pork is an unknown article of diet, and lard is not used in cooking. There are no goats, or mules, or donkeys. Wild animals there are, however, and in particular bears of an enormous size. War, of course, has acquainted the Japanese with the use of animals.

The army has cavalry horses and others to drag the field guns, and the Empress also, in obvious imitation of European royalties, is an expert horsewoman, and saddle horses are kept for her use, but to all intents and purposes, the country is barren of animals.

"Bagging" Berlin Delinquents.

The Berlin police recently made a startling and disquieting discovery anent cyclists. It appears that during the past three years the number of cycle cards issued by the police to wheelmen has sunk from 40,000 to 30,000, whereas the number of cyclists has risen. How high it has risen no statistics are at hand to fix; but incontestable is the rise. But as one likes to think as well as possible of one's fellows, let no rise at all be assumed—let the number have remained stationary at 40,000; that is a supposition which necessitates the deplorable conclusion that 10,000 Berliners have been riding without a license. To this depth of lawlessness have 10,000 Berlin wheelmen and wheelwomen fallen, notwithstanding that the license is issued free of charge.

It became obvious to the police that such ingratitude, combined with contempt for the ordinances of the sacred caste, could not go unpunished. There was clearly but one course to pursue; waylay cyclists on the first fine holiday and ask to see the permits.

This was pursued on a recent Sunday, and the police "bagged" quite a large number of delinquent pedallers, impudently sporting out of date cards, which means that each may reconcile himself or herself to being summoned and mulcted in a double fine.

To Harden Small Parts.

In most repair shops the facilities for case hardening small parts are very poor, and repairmen frequently prefer to use tool steel and temper it, when it comes to making cups and cones and similar parts. The tool steel is much more difficult to work in the lathe, however, and there is always risk of the piece cracking or warping while being tempered.

A repairman who was frequently confronted with this unpleasant result resolved to work with mild instead of tool steel.

"We had to make a set of four large ball bearings for a motor cycle axle," he says, in telling of his trouble and final success. "These required cups of quite large diameter, with a ball race on each side. We had no grinding machinery, so that we decided it would be best to make them of mild steel, and case harden them to prevent the risk of any winding or warping in the hardening process. As no blanks of the required size were obtainable, it was decided to cut off the blanks from a length of Bessemer steel of about five inches in diameter. These were carefully annealed in the forge, and the cups turned up and polished. It was decided to case harden them by means of prussiate of potash. This was done by carefully preparing on the forge a circular hole of red or nearly white-hot firebrick, broken up like small coke, and kept hot by means of a blow-pipe flame.

In this hole the cups were heated up to a good light red heat, nearly approaching to yellow, and the potash was shovelled on with a small piece of rod flattened at the end. The cup was kept at an even heat, and the soaking with potash was continued for about an hour, after which the cup was dipped into cold water with the result that it was found to be soft. The process was repeated with no better results.

"After a time resource was had to salt in the water and the cup was heated to such a temperature that those watching the operation offered it as their candid opinion that the steel would be spoiled. The result, however, proved satisfactory, and a good hard surface was the result, which wore well and was quite as hard as the circumstances of the case necessitated."

The Retail Record.

Greene, Ia.—Charles Shook, fire; total loss.

Phoenix, Ariz.—E. M. Depew, fire; damage, \$5,000.

Lyons, Kan.—Ralph Butler buys out John Motter.

Rochester, N. Y.—A. M. Zimbrich burned out; damage, \$500 to \$1,000.

Chicago, Ill.—A. G. Spalding & Bros., 147 Wabash avenue, fire; damage, \$25,000.

Old Town, N. Y.—Old Town Sporting Goods Company, new store.

The manners of a salesman should be easy, his "voice soft-toned and low." But the man who directs the salesman should make strenuous the lever of his action.

To Calculate Motorcycle Gears.

How many motorcyclists are there who will know how to calculate the gear of a belt driven machine? Very few, it will be found. Nor are opinions unanimous as to the proper method of making the calculation—whether the measurement should be taken from the top or bottom or centre of the pulley grooves.

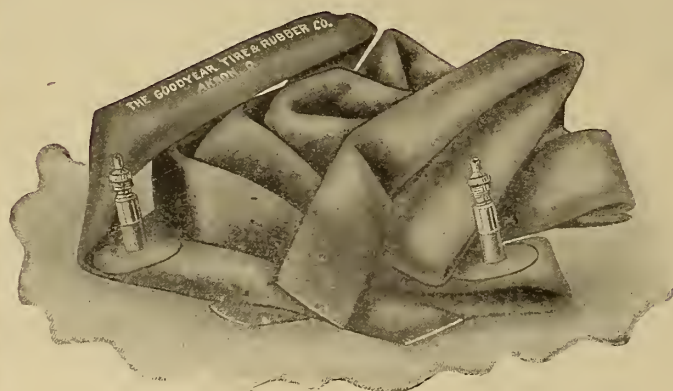
The centre is, of course, the proper way, as a little reflection will show.

The measurement should be taken from the outside of the belt, and then the thickness of the belt should be deducted from the two dimensions obtained. The reason of this is more or less obvious, since the centre line of the belt would be half the thickness of the belt below the circumference along any diameter of the pulley, or the complete depth of the belt in all. The ratio, therefore, should be calculated from the above mentioned dimensions.

That the gear thus obtained differs from that taken from either the top or bottom of the belt grooves is easily seen by taking a hypothetical case. Suppose the driven rim to be eighteen inches in diameter and the driving pulley to be six inches, taken from the bottom of the grooves. The gear of the machine from this measurement would be as three to one, but, supposing the belt to be half an inch in thickness, the gear taken from the top of the grooves would be as thirty-seven is to nineteen, which is higher than the former ratio.

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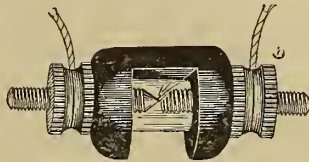
154 NASSAU ST., NEW YORK.

To Remove the Sprocket.

Sometimes a new hand in a repair shop will take a rear wheel that is to be respoked or have a new rim put on, and cuts the spokes off before he thinks of removing the sprocket wheel. When this is done the best way to remove it is to chuck the hub by its plain end in the three-jaw chuck in the lathe. Bring up the back centre on to the end of the hub spindle. Put in the back gear of the lathe. Fix an old turning tool in the tool post with its shank resting on the top of one of the teeth of the chain ring, and then pull the lathe round backward by hand. In this way the ring can generally be got off. A piece of strip copper may be wrapped round the hub end to prevent the jaws of the chuck from injuring the hub.

Willis's Spark Intensifier.

E. J. Willis, the New York jobber and dealer, has added to his increasing stock of "E. J." motor accessories the "E. J." spark intensifier, shown by the accompanying illustration which is the actual size of the article. The frame is made of hard rubber and the points forming the gap are inclosed



in a glass tube, thus protecting them from moisture and absolutely removing the slight danger of fire from leaking gasoline that may exist from an uninclosed spark. The intensifier may be attached to either the spark plug or to the wiring at any point and at the price, 50 cents, is splendid value.

For Making a Perfect Joint.

When remaking a joint where it is necessary to use an asbestos washer to secure a perfect joint, a good tip is to have a selection of washers which have been previously cut to correct sizes and then soaked for some six or eight hours in olive, this being allowed to drain off the washer, the remainder drying upon it to a certain extent. After remaining for some hours for draining and drying purposes, these washers should have a quantity of fine black lead rubbed well into their surfaces, when they will be ready for use. The advantage of so treating asbestos is that when it is necessary to break the jointing the washer comes away from the surfaces perfectly clean, thus doing away with the necessity for scraping off the fragments remaining, and is fit for use over and over again, so that the treatment facilitates the remaking of a joint, and at the same time is economical, even though it be a petty economy.

An English cycle making concern has offered one of its bicycles, valued at \$90, to the person who guesses nearest to the time of the winner of the Bennett Cup race.

IF Your Motor Bicycle

ISN'T AN

Indian

with the name "Hedstrom" on the motor, it isn't the best, and it is dollars to doughnuts that it is not climbing all hills and getting over all roads and doing all those things that a trustworthy motor bicycle should do.

If you'd like to learn what Indian riders say of it, we have a little booklet that will tell you many interesting things in an interesting way. It's free for the asking.

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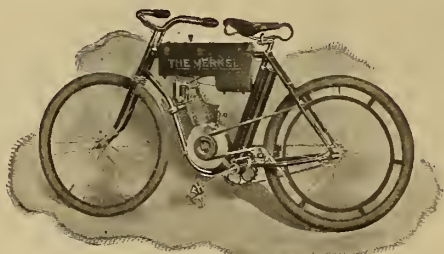
under your rider friends for a few days' trial. Every trial means a sale, every sale a profit to you and a satisfied customer.

Try it, the shot's worth the ammunition.

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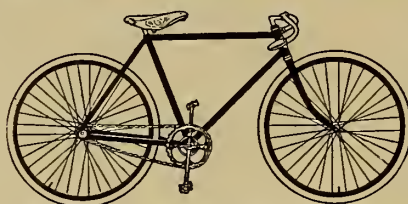
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The difficulty of determining the exact temperature of metals at a great heat is well known. The following description of a method of ascertaining relative temperatures is interesting in this connection: Looking at a glowing surface through an ordinary electric incandescent lamp the filament appears dark against the bright glow, but if an increasing current be passed through the lamp the filament seems to dis-

appear when it is at the same temperature as the surface examined, and when it is hotter it appears brighter. The observation is made from some distance through a telescope, which contains the little incandescent lamp inside it. The current through the little lamp can be adjusted by the observer until the filament is no longer visible, and the corresponding temperature is found in a table. The results are very exact, and this method of pyrometric measurement of temperature is applicable up to temperatures of 3,600 degree Fahrenheit.

Carbide at 1 cent per Pound.

According to The Engineer, of London, official announcement is made that the price of carbide of calcium in Germany will shortly be reduced from 50s to 40s. (\$12.50 to \$10) per ton. It is understood that this decision is attributable to the desire of the Continental carbide industry to stimulate the use of acetylene gas for lighting purposes. At the last named price the rate will be about 1 cent per pound.

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WANTED—Everyone interested in motor bicycles to purchase "Motorcycles and How to Manage Them." Contains 126 pages bristling with information. \$1.00 per copy. For sale by The Goodman Co., 154 Nassau St., New York City.

Jifoid Quick Repair Cement For Single Tube Tires.

It will also cement a patch in a Double Tube Tire; cement a Tire to either Wood or Metal Rims; set a plug in a Single Tube Tire. Manufactured by

The National Cement & Rubber Mfg. Co., Toledo, Ohio, U.S.A.

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4 Fletcher Street, NEW YORK,

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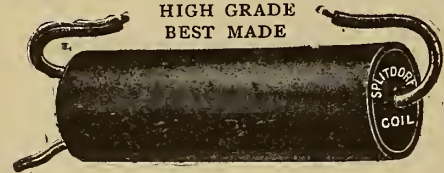
BICYCLES, TIRES, SUNDRIES.

CAREFUL ATTENTION PAID TO

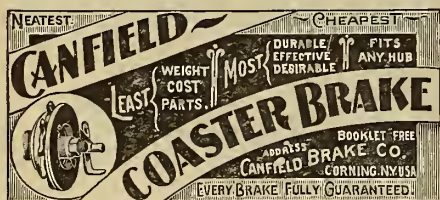
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HIGH GRADE
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HAND AND FOOT PUMPS,

Oilers, Repair Tools,
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wheels must have the
best equipments.

There is nothing that gives more value for
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MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless
Rocker Joints. Insist on having the
Morse Twin Roller. Fits regular
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THE KELSEY CO.,

BUFFALO, N. Y.

BARGAINS FOR BICYCLE DEALERS

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**TIRES, COASTER BRAKES,
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Write today for complete Catalogue.

THE E. H. HALL COMPANY (Incorporated),
Jobbers Bicycles and Supplies,
72 Elm Street, ROCHESTER, N. Y.

You all know what the diamond stands for among
precious stones. You can't well afford
not to know that

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occupy the same plane among tires.

DIAMOND RUBBER CO., Akron, O.

Special Stampings

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SHEET METAL

THE CROSBY CO., - Buffalo, N. Y.

Motor Equipment,

Applicable to any Motor Bicycle.

THE A. CLEMENT CYCLE MOTOR
& LIGHT CARRIAGE COMPANY,

HARTFORD. - - CONNECTICUT.

Our wonderful increase in the volume of business transacted
shows that customers appreciate our business methods and low
prices. If you have not dealt with us, send a trial order and
be convinced.

THE SIDNEY B. ROBY CO.,
Jobbers of Bicycle Sundries and Supplies,
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Passing of the Gear Case.

"Will gear cases become fashionable again?" asks the Irish Cyclist. "We fear not; modern cyclists have lost their interest in the details of their machines which old-time riders possessed, and we are strongly of the belief that their critical spirit brought about many improvements in the cycle. Nowadays a man buys a machine as it stands, and seldom thinks of individualizing it by the addition of specialties. The cycle trade abandoned the gear case, and the public have become accustomed to its absence. Possibly, if the trade decided upon the wholesale fitting of block chains or racing tires, the apathetic public of today would accept the change unquestioningly.

"How different from the old days, when riders minutely studied every part, and sought advice on the relative merits of various patterns of spanners and pedals, had strong opinions on the unsurpassable merit of his favorite footrest, and was consumed with a thousand doubts ere venturing to order a new saddle. We have known men to pore for hours and hours over the old cycle catalogues, and carefully analyze every item of the specification."

Solder for Aluminum.

A new solder for aluminum and its alloys consists of aluminum 5 parts, antimony 5 parts, and zinc 90 parts. To make it harder, use a little more antimony and a little less zinc. The following describes the process of making the solder and the mode of using it: The aluminum is first melted in a pot. The zinc is then added, and when this is melted the antimony is added. The metal is then thoroughly puddled with salamoniac. When the surface of the metal is quite clear and white, it should be poured into sticks ready for use, the cinder being first removed.

"A. B. C. of Electricity."

"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

ALL ROADS ARE EASY WHEN THE



**STAR
BALL
RETAINER**
IS USED.

With millions in daily use, it has stood the test for more than five years, and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

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If
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Interested
in
Automobiles

**The MOTOR
WORLD** Devoted to the
Automobile
& Rider's
Interests

WILL SURELY
INTEREST YOU.

It is published for the information
of the average mortal; no dic-
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terms is needed to
understand it.

PUBLISHED EVERY THURSDAY
AT 123-125 TRIBUNE BUILDING,
NEW YORK CITY.

\$2.00 PER YEAR.
10 CENTS PER COPY.

SAMPLE COPY ON APPLICATION.

The Week's Patents.

728,009. Tire.—Gus H. Raflovich, Boston, Mass. Filed November 3, 1902. Serial No. 129,863. (No model.)

Claim.—1. A tire comprising a chambered core, a right and a left hand spiral wrapping encircling the same, a plurality of longitudinally extending binders, and a longitudinally-extending strengthening or filling strip outside of the wrappings and on the tread of the tire.

728,240. Device for Overcoming the Dead-Point Position of Cycle Cranks. Emil Johow, Berlin, Germany. Filed Jan. 27, 1903. Serial No. 140,757. (No model.)

Claim.—1. In a device for overcoming dead-centres, the combination with a pedal-shaft, of pinions keyed thereto, spiral springs rotatably carried thereon, operating-levers secured to the outer ends of said spiral springs, contact-strips on said operating-levers, an auxiliary device adapted to be engaged by said pinions and to act upon said contact-strips, a hammer on the end of each operating-lever, pedal-cranks on the pedal-shaft and an anvil on the end of each of said pedal-cranks and adapted to receive the stroke of said hammer when said pedal-cranks pass through the substantially vertical diameter.

728,295. Back-Pedaling Coaster-Brake. Jacob Redding, Carthage, Ind., assignor, by mesne assignments, to the New Departure Manufacturing Company, Bristol, Conn., a corporation. Filed May 19, 1902. Serial No. 107,911. (No model.)

Claim.—1. In a coaster-brake, in combination, a wheel-hub, a driver having a connected sleeve projected within the hub, a driving-clutch for connecting said sleeve and hub upon the forward turning of the driver, a brake member carried by the hub, a laterally-movable brake member, and complementary inclined faces for moving said movable brake member into engagement with the brake member on the hub upon the backward turning of the driver, substantially as described.

728,376. Interchangeable Hub. Edwin C. Davis, Elyria, Ohio. Filed Aug. 2, 1902. Serial No. 118,115. (No model.)

Claim.—1. The combination, in an interchangeable hub, with an axle having an enlargement of a sleeve encircling said axle and interiorly tapered around said enlargement, the inner end of the sleeve abutting a shoulder on the axle, a tapered and two-way slotted collet interposed between the enlargement and the tapered portion of said sleeve, a ball-cone mounted on the sleeve around that portion of the same which is around said collet, and balls on said cone, substantially as set forth.

Through Sleeping Car Line to Grand Rapids, Mich.

A Pullman Sleeping Car of latest construction is now attached to New York Central train leaving Grand Central Station at 4:00 p. m., daily, running through over the Michigan Central, arriving at Grand Rapids at 12:55 p. m., next day, connecting in Union Station for all points in Western Michigan. For information and sleeping car reservations inquire of New York Central Agents. ***

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. *CJ

No Bicycle

IS OF THE

HIGHEST GRADE

WITHOUT THE

Cushion Frame.

RIDE

a bicycle with a cushion frame
and then try the other kind
and you will realize the
force of the assertion.

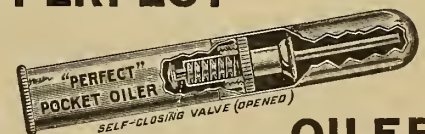
HYGIENIC WHEEL COMPANY,

OWNERS OF
CUSHION FRAME PATENTS

220 Broadway, NEW YORK.

Home Office, Philadelphia.

"PERFECT"



OILER.

For High Grade Bicycles. The best and neatest Oiler in the market. DOES NOT LEAK. The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequaled. Price, 25 cents each.

We make cheaper oilers, also.

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MANUFACTURERS, JOBBERS AND DEALERS!

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That FRED. R. POWER, 79 Lake St.,
Chicago, Ill., can fill all orders on

LAKE SHORE SINGLE TUBE TIRES

promptly, on receipt of order.

Write for Prices

FRED. R. POWER, 79 Lake St., Chicago, Ill.

NEVER LEAK

STOPS LARGE PUNCTURES.

This is the only fluid that can be legally used in pneumatic
tires. Suits now pending.

BUFFALO SPECIALTY MFG. CO.,
Buffalo, N. Y.

If You are Interested in Automobiles,

THE MOTOR WORLD

Will Interest You.

It's readable,
and you can understand what you read.

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If you ride or sell,
or intend to ride or sell
motor bicycles

"Motocycles and How to Manage
Them"

is the very book you need.
Every page teaches a lesson. Every illustration
"speaks a piece."
And there are 126 pages and 41 pictures, too

Price, \$1.00.

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Through Train and Car Service in
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| | "Chicago" Special Via Lake Shore. | "North Shore" Special Via Mich. Cen. |
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| Due Albany | 4.10 P.M. | 7.35 " |
| " Syracuse | 7.55 " | 11.25 " |
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"Chicago Special" has through Buffet Library Smoking Car
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interested in cycling who realizes the value of keeping informed
about all that concerns it this blank will be hint enough:

THE GOODMAN COMPANY,

124 Tribune Building, New York.

Enclosed find \$2.00 for which enter my subscription
to the BICYCLING WORLD for one year, commencing
with the issue of.....

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THE BICYCLING WORLD

FOUNDED 1877

and MOTORCYCLE REVIEW

In which is incorporated "THE WHEEL" (New York) and the "AMERICAN CYCLIST" (Hartford)

Vol. XLVII.
No. 10.

New York, N. Y., U. S. A., Saturday, June 6, 1903.

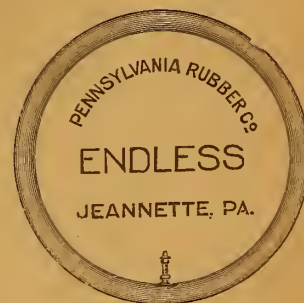
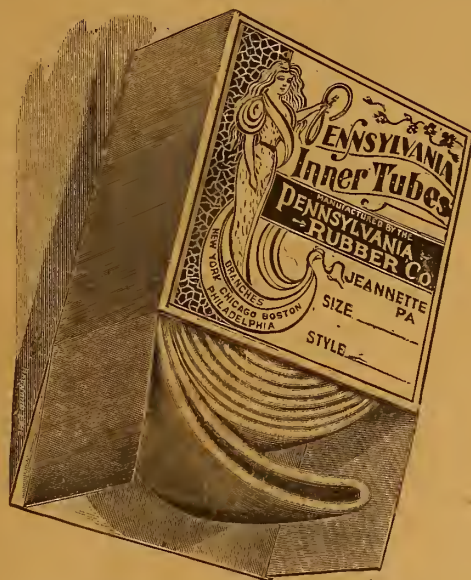
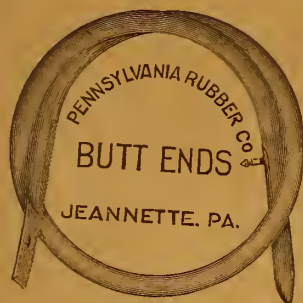
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10 Cents a Copy.

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SAID THE COURT.

NEW WAYS.
NEW IMPROVEMENTS.

NO EVASION.
STRICTLY ORIGINAL.



Extract from decision rendered Jan. 22, 1903, by Judge Buffington, United States Circuit Court, in favor of Pennsylvania Rubber Company:

"... The Respondent has found a different mode of closure. ... Let a decree be drawn, dismissing the Bill."

Pennsylvania Inner Tubes and Double Tube Tires.

THE GREATEST SUCCESS ON THE MARKET.

PENNSYLVANIA RUBBER COMPANY, = Jeannette, Pa.

READING STANDARD

For Speed, Strength, Style and Comfort

THE

Reading Standard Racer

CHALLENGES COMPARISON.

Just out: **Our New Motor Cycle,**
THE ACME OF PERFECTION.

*We would like to tell you
all about it. Write us. It
will pay you.*

READING STANDARD CYCLE MFG. CO.,
READING, PA., U. S. A.

READING STANDARD

PIERCE LATEST

A Perfect Cushion Frame Cycle.

Prior to 1903 the PIERCE CHAIN CUSHION FRAME has been made with a flat spring in the rear of the bracket, and while this construction has been successful, we believe the new construction, as shown in this illustration, is stronger, more durable and more sightly.



DEALERS want something new to talk about. New things must have merit to recommend them or all talk degenerates into "hot air."

Here is a talking point as to appearance, mechanical neatness and cleanliness, which will convince at sight. Remember "PIERCE" construction, finish and design are unrivaled.

The George N. Pierce Company, Works:
BUFFALO, NEW YORK.

←←← ALSO MAKERS OF PIERCE MOTORETTES AND ARROW MOTOR CARS. →→→

(Fill in the name of any tire; the truth will remain the same.)

TIRES
MAY
BE
PRETTY
GOOD
TIRES

BUT

~~KOKO TIRES~~

ARE
BETTER.

Repeat the above a half-dozen times and there will
burn into your brain the truth of the tire situation.

KOKOMO RUBBER COMPANY, Kokomo, Ind.

A LIST OF
TIRES
 for
Easy Riding
 and
Honest Wearing.

THE G & J ROAD TIRE

is made of a weight and strength which years of experience and study have shown to be correct for use under all ordinary conditions. It is the fastest, best to wear and easiest to repair of all road tires. It is made with two layers of strong Sea Island cotton fabric, of special open weave, and a substantial tread of rubber.

THE G & J HEAVY TREAD TIRE

is intended for use in sections of the country where the roads are flinty, or where there is unusual liability to punctures from cactus or thorns. It is made with the same amount of fabric as the Road Tire, and is not, therefore, more desirable for heavy-weight riders; but it is made with a much heavier tread of rubber than the Road Tire, which reduces the chances of puncture.

THE G & J TANDEM TIRE

is made with four layers of medium-weight fabric, and the tread of rubber is of the same thickness as that used in the Heavy Tread Tire. For tandem use, or for the single wheels of extremely heavy riders, we unqualifiedly recommend this tire as the best of all.

THE G & J RACING TIRE

is an extremely fast tire; for track work it can not be excelled. It is suitable for track work only, and is not guaranteed for general use, even upon good city pavements. Made with two layers of light-weight fabric and a very light tread, or surface, of rubber.

G & J TIRES

give satisfaction first, last, and all the time.

They ride well, wear well, look well, and make bicycling a pleasure.

If the best is none too good for your trade, it means good money for you to sell G & J tires.

G & J TIRE CO.

INDIANAPOLIS, IND.

New York Selling Agency, 81 Reade Street.

There Must be a Reason
Why
The Sale of
Racycles

Has Steadily Increased
 Each Year,

While the sale of bicycles
 has inclined the other way.

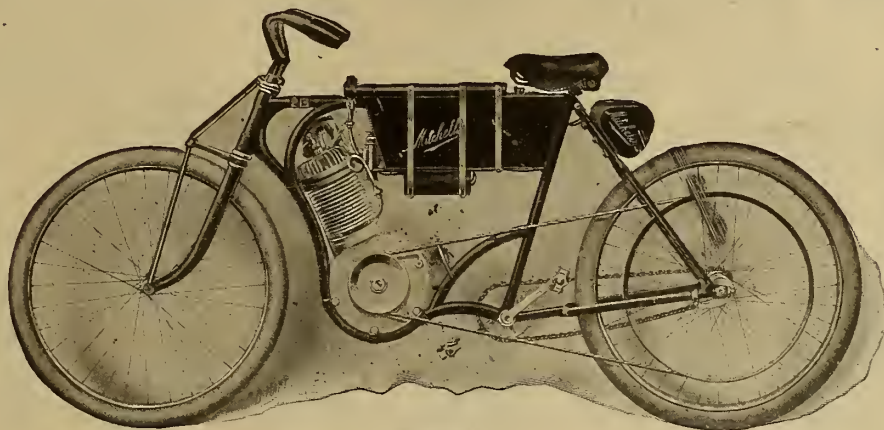
If you ride bicycles or sell them and are given to using your brain to think with, the fact should induce you to knit your brows and then drop us a line for the interesting information we are in position to supply without cost.



Miami Cycle & Mfg. Co.,
 MIDDLETOWN, OHIO.

Mitchell Mile-a-Minute

3½ Horse Power



\$225.00

MODEL 53.

There are fast horses and slow horses, strong horses and weak horses,
BUT OUR HORSES

are out of three-and-one-half-inch-bore by four-inch-stroke and are the strongest, fastest and best bred in the world.

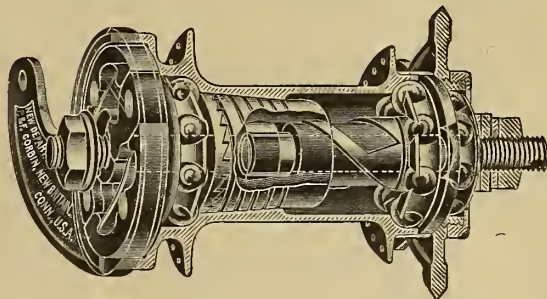
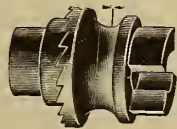
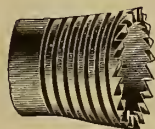
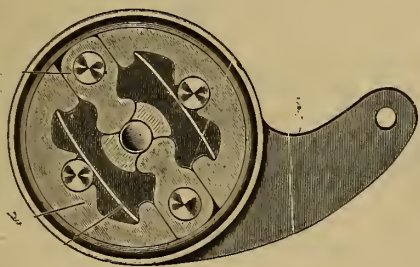
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New England Representative: AUTOMOBILE & MOTOR-CYCLE CO., 221 Columbus Ave., Boston, Mass.

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The Choice of the Man who Knows What's What
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❁❁ 1903 MODELS ❁❁

Can now be furnished promptly by any progressive jobber or dealer.

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RAMBLERS CRESCENTS MONARCHS IMPERIALS

Built by machinists who have grown gray in our employ.

They have gained great experience in the work.

They KNOW HOW to build good bicycles.

We will guarantee their work and live up to that guarantee liberally.

Good goods and good treatment are what our agents get. Are you one of us?

AMERICAN CYCLE MANUFACTURING COMPANY

WESTERN SALES DEPARTMENT

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The Big 3

Columbia

"STANDARD OF THE WORLD."

Cleveland
BICYCLES

"BUILT ON THE SQUARE."

Tribune

"THE FAMOUS BLUE STREAK."

BEST MADE.

BEST KNOWN.

BEST SELLERS.

GOOD RESULTS AND GOOD PROFITS GO HAND IN HAND WHEN YOU
REPRESENT A DESIRABLE ARTICLE THAT READILY
MEETS THE DEMAND OF THE PUBLIC.

These machines have honesty for their foundation in every sense of the word, this
applying to MATERIAL, WORKMANSHIP, CONSTRUCTION, EQUIPMENT
and FINISH.

The successful dealers are pushing them as their leaders.

Our catalogues tell all about them.

Jay Juvenile Bicycles.

SUNDRIES.

CATALOGUE AND PRICES UPON APPLICATION.

American Cycle Mfg. Co.,

EASTERN SALES DEPARTMENT,

HARTFORD, CONN.

PACIFIC COAST BRANCH, 451 Mission Street, San Francisco, California.

WORK ON

The

Bicycling World's

THIRD ANNUAL

EXPORT EDITION

is already under way.



IF YOU HAVE

Anything Worth Selling Abroad

the fact should interest you suffi-
ciently to obtain rates
and particulars.



A BUNCH OF HUDSON WINNERS.

OUR LINE



INCLUDES

Racers,
Pace Followers,
Semi Racers,
Light Roadsters,
Spring Frames
AND
Ladies' Wheels.

RIDE A HUDSON AND YOU WILL BE A WINNER.

A FEW MORE HIGH-GRADE AGENTS WANTED FOR A HIGH-GRADE LINE OF WHEELS.

WRITE FOR CATALOG AND PRICES.

The Bean-Chamberlin Mfg. Company, Hudson, Michigan.

QUALITY ^{and} PRICE
CONSIDERED

MOSSBERG

Cuckoo Chime
Electric " " " " " "
Tire " " " " " "

Bells

AND

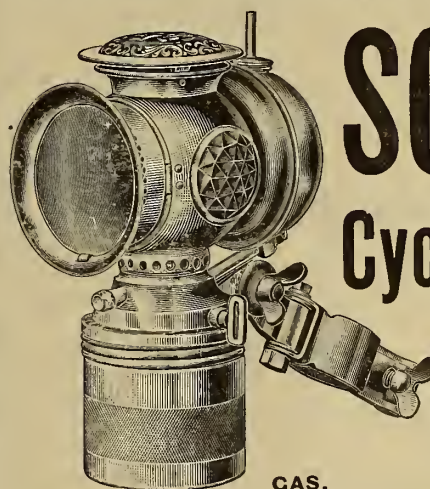
Wrenches

STERLING
EAGLE
DIAMOND
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ARE MATCHLESS.

Frank Mossberg Company,
ATTLEBORO, MASS.

SEVEN SUCCESSFUL YEARS



SOLAR

Cycle Lamps

HAVE
SATISFIED.

GAS.

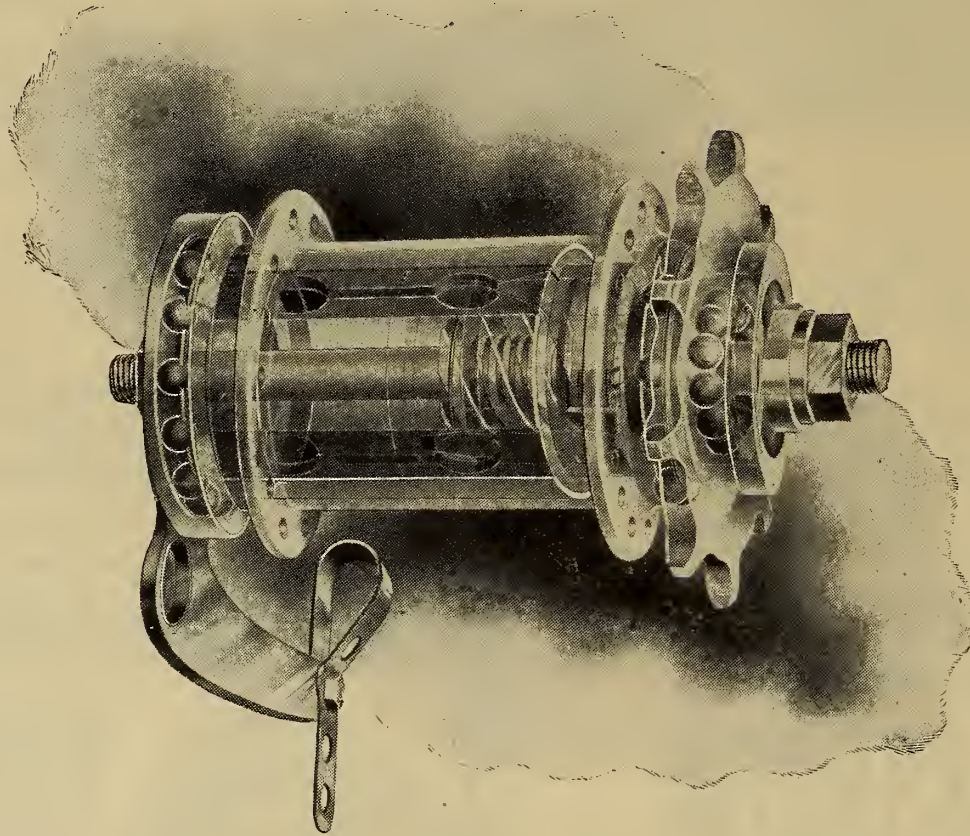
They show the way to profit to those who sell them and
pleasure to those who use them.

Are You a Member of SOLAR Society?

The Models for 1903—Gas and Oil—are better
than ever.

BADGER BRASS MFG. CO., Kenosha, Wis.

WHEREVER IT HAS BEEN SEEN
THE
NEW MORROW



has not failed to create a favorable impression.

Wherever it has been used the favorable impression has not failed to lead to enthusiastic and unqualified praise.

The new Morrow Catalog, with its many full-page illustrations of cycling scenes in all parts of the world, has itself created much enthusiasm and praise and is helping to make converts everywhere. Want a copy?

Eclipse Machine Company, Elmira,
New York.

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, June 6, 1903.

No. 10

DAY BREAKS

Long Predicted Failure Comes to Pass—President Fries in Europe and Ugly Rumors Afloat—Creditors Hard hit.

Long expected, the Day Mfg. Co., Buffalo, N. Y., went to smash on Friday last, May 29.

On that date a petition praying that the concern be adjudged bankrupt was filed in the District Court in that city. The petitioning creditors and the amounts of their claims were: American Stove Co., \$13,202.72; Troxel Mfg. Co., \$5,026.16; Kirk Mfg. Co., \$9,479.80, and the Snell Cycle Fittings Co., \$2,566.38. The petitioners base their action on alleged preferences given certain creditors. It is charged that a number of finished bicycles were delivered to the American Wood Rim Co., and that money was paid to other creditors, but neither their names nor the amounts are specified. The writ issued is returnable to-day, when the court will pass on the petition; within five days thereafter a complete schedule of indebtedness must be filed.

The Day factory is located at Idlewood, a suburb of Buffalo. The officers of the embarrassed company, as far as known, are G. Frank Fries, president, treasurer and manager, and Harvey A. Homer, vice-president.

While not definitely known, the liabilities of the concern are placed at \$144,000; the assets consist chiefly of 2,000 finished bicycles and 6,000 unfinished bicycles stored in the factory, and, of course, the plant and machinery, the valuations of which was recently increased from \$40,000 to \$70,000.

The failure is quite the heaviest and ugliest that has occurred in the cycle trade during late years. Practically all of the tire and material people are hit, and hit hard. Fries himself went to Europe about two months ago, ostensibly for his health. According to allegations that are now flying about, he may never return, unless brought back by due process of law. Before his departure it is alleged that he "squared up" with the banks and certain other creditors and effected a transfer of certain holdings in the company. The rumors regarding this

transfer also implicate at least one other man who was close to Fries.

The queer part of the failure is that for the last three years it has been freely predicted. It was common gossip that Fries had little or no money, and that for years he had been doing business on his creditors' capital. Despite this fact, his notes were freely accepted, although their worth was known to depend entirely on the volume of his sales and receipts and not on his tangible assets. Fries himself was generally considered a slick young man, and his sales were known to be on the closest of margins, jobbing bicycles forming the great bulk of his production. He was several times reported in difficulties, but on each occasion contrived to postpone the inevitable.

In the face of such accumulated knowledge and suspicion, how Fries ever obtained such an enormous line of credit is one of the wonders of the times, and a more shame-faced lot of creditors than his never existed. They have no sympathy even for each other. Most, if not all, of them expected just what occurred. They knowingly took "long chances" and lost.

Gilson Goes Higher up.

J. W. Gilson, long the chief traveler and later sales manager of the Hartford Rubber Works Co., has earned the reward of further proof of ability. On Thursday he was elected secretary of the company. On the same date F. H. Turner was made treasurer, the offices having been made vacant by the resignation of W. H. St. John, who had filled the dual role. Gilson—"Jimmie" Gilson the length and breadth of the trade—is known practically wherever tires are sold, and known favorably. Since he entered its employ is 1896 the Hartford Co. has had no more loyal and faithful worker, and his promotion comes because it was well deserved.

Kelley on his own Account.

Charles F. U. Kelly, for many years sales manager of the Pennsylvania Rubber Co., is preparing to hang out a shingle on his own account. On September 1 he will establish himself as manufacturers' agent, dealing chiefly with automobile material and supplies. It is likely that he will handle also the Pennsylvania tires. Kelly is one of the most likable and energetic men in the trade, and it would seem that his characteristics cannot well fail of effect in the new field which he has selected.

JOBBER'S PROGRAMME

Three Days Instead of Four at Niagara Falls—Social Features Eliminated.

The convention of the National Cycle Trade Association at Niagara Falls will occupy three days instead of four, as originally proposed, and will be practically all work and no play. The suggested excursions have been eliminated, and such social features as may mark the gathering will be purely informal. The dates finally decided on are July 7, 8 and 9, and the programme, as arranged after a mail canvass of the membership, is as follows:

July 7.—10 a. m. Meeting of the executive committee to consider applications for membership, reports of grievance committee in regard to price cutting during present season, results of conferences with manufacturers, and such other executive business as may require attention. Any matter which any member may wish considered must be reduced to writing and forwarded to the assistant secretary before the meeting.

8 p. m. Private session of active members of the association preliminary to the general meeting, to afford an opportunity for expressions of opinion on the work of the association and suggestions for its future work, at which session reports of secretary-treasurer, assistant secretary and executive committee will be presented. It is especially requested that all active members attend this session; but in case they are unable to do so an opportunity for presenting their views will be arranged for at one of the subsequent meetings of the executive committee.

July 8.—11 a. m. Joint session with manufacturers, open to all members, associate members and visitors. The work of the association will be reviewed by the president.

July 9.—10 a. m. Meeting of the executive committee will be resumed, and will be open to members or others by appointment, to be arranged through the assistant secretary.

Due notice will be given on a bulletin in the hotel office of the final session, at which officers will be elected and the work of the executive committee approved by the association. The afternoon of July 8 will be kept free for the social features of the meeting, for which there will be no fixed programme. The officers will be prepared to remain until July 10, if necessary. The hotel in which the meeting will be held will be announced about ten days before the meeting.

EXPORTS STILL DECLINE

But the Loss was Considerable Less Than for Several Months Past.

By comparison with previous months there is no little cause for gratification in the April exports. There is still a marked loss from the figures of April, 1902, they being \$264,836, as against \$323,947. But the comparative loss is less than that of March, it then being, in round numbers, \$86,000, while the March loss, was less, in turn, than the February loss, the latter being \$187,000.

The exports to the United Kingdom show the greatest decline, the figures being \$38,333, against \$53,486. The Netherlands and "Other Europe" show losses almost equally heavy, while Germany and British Africa are not far behind, they taking \$11,000 worth of goods less than they did in April, 1902. France, with \$9,000 loss, and Italy, with \$5,000 furnish the most important items of the lugubrious list, although Belgium and the Central American States and British Honduras contribute their quota.

On the credit side of the account, Mexico shows the largest gain, its takings amounting to \$7,128, against \$2,091 in April, 1902. Japan and "Other Asia and Oceanica" come next, with a gain of about \$4,000 each. China and the Philippines did well, also, the former gaining \$2,500 and the latter \$2,000, while Argentina and Brazil did slightly better than in 1902, while British Australia jumped from \$24,187 to \$27,066, but Cuba likewise contributed its mite of increase.

The ten months of the fiscal year, ending with April, show a loss over the corresponding period of 1902, of course. The figures are \$1,730,339, as against \$2,121,421.

The exports, in detail, for the month and the ten months, respectively, are as follows, for the corresponding periods:

Singer to be Reconstructed.

It has been decided to put through the plan of reconstruction for the Singer Cycle Company, referred to in these columns a few weeks ago. Incidentally some figures referring to the formation of this company, which took place at the height of the boom, have been made public and shed light on the necessity for a scaling down of capital and other obligations.

It appears that the old Singer Company was disposed of to the present shareholders through a promoter—the sweet smelling Ernest Terah Hooley. The price paid to him was \$4,000,000, less \$250,000, set aside for working capital, and, as the price he paid to the old concern was \$2,700,000, it was a cool \$1,000,000 that Hooley got for his arduous labors. The difference between the \$4,000,000 of share capital and the \$250,000 of working capital is rather startling, too. The last balance sheet showed a deficit of \$185,000.

Under the proposed reconstruction the securities will be cut down as follows: Each \$500 of debentures to \$400, the \$5 preference shares to \$1.25, and the \$5 ordinary shares to 67½ cents.

The Retail Record.

Danbury, Conn.—James Foy, dead.
Northwood, N. D.—O. L. Olson, new store.
Peoria, Ill.—D. A. Stormer offers business for sale.
Newark, N. J.—C. S. Caldert, discontinued bicycles.
Adams, Mass.—G. Schoelzel buys out E. Van Dyke.
Brooklyn, N. Y.—R. Rawl, burned out; damage, \$1,000.
Cambridge, Vt.—N. W. Robbins buys out H. O. Wetherell.
Savannah, Ga.—W. & H. H. Lattimore buy out R. V. Connerat.
Red Bluff, Cal.—F. W. Decker, fire; damage, \$2,500. Insurance, \$1,150.
Cambridge, Mass.—Cambridge Bicycle Company, fire; damage, \$1,000.

"How to Drive a Motorcycle." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

REMPPIIS IS PLEASED

Makes a Big Success of a Failure—The Man, his Floods and Views.

There's at least one man who is satisfied with his portion of the bicycle business—W. F. Remppis, the head and front of the Reading Standard Cycle Manufacturing Co., who, after paying dollar for dollar of the old Reading Standard Manufacturing Co. debts when it asked for an extension, resigned and later, in December last, to be exact, bought the property outright when the principals in the concern threw up their hands.

He was in New York on Thursday last. He had just returned from a three weeks' tour of New England, and though he found business quiet he fairly radiated cheerfulness. Remppis is a man with not only a sunny temperament, but a contagious laugh and a hand clasp so warm and sincere as to win the man who hears him or "shakes" with him.

"It's just as easy to laugh as to frown," he responded, when his bubbling good spirits were remarked.

"Business? We are well satisfied with what we have done; in fact, we have done more than we set out to do, having more than doubled the output of the previous year. And when I think of it I scarcely know how we did it. When I bought the factory, and (laughing) I'll admit I bought more than I thought I was buying—there was not a man about the place; yet some way or other we found the right men, and within four weeks had bicycles coming through and seven salesmen on the road; and almost before we knew it we had exceeded our estimated production some 700 bicycles—and we kept right on exceeding it."

When informed of the Day failure Mr. Remppis was as unfeignedly pleased as is nearly every one else in the business, the Day creditors excepted.

"That's good," he remarked. "It removes one of the most dangerous and demoralizing elements, and should help the business mightily. It is hard to see how any one with his wits about him could avoid seeing what would happen. People can't sell bicycles for less than the cost of manufacture. Nearly everywhere I went Day bicycles were pointed out and made a standard of comparative cost, and when I retorted that they were being sold for less than they cost to make men would shrug their shoulders and remark that they had bought the same wheels last year. With the Day concern out of the way the atmosphere will be cleared considerably."

Show Time Approaching.

Already the secretaries of the two English shows, the Stanley and the National, are out with their announcements, although summer is not yet here. It is stated that half the space at the Stanley show is already booked.

| Exported to— | April | | Ten Months Ending April | | |
|--|------------------|------------------|-------------------------|------------------|------------------|
| | 1902. Values. | 1903. Values. | 1901. Values. | 1902. Values. | 1903. Values. |
| United Kingdom | \$53,486 | \$38,333 | \$319,539 | \$353,638 | \$216,843 |
| Belgium | 8,074 | 6,274 | | 38,634 | 30,746 |
| France | 26,458 | 17,012 | 126,874 | 182,079 | 120,742 |
| Germany | 35,568 | 26,156 | 143,069 | 266,076 | 94,836 |
| Italy | 10,398 | 5,858 | | 56,681 | 38,097 |
| Netherlands | 21,166 | 7,608 | | 141,805 | 60,930 |
| Other Europe | 35,034 | 21,361 | 379,271 | 270,493 | 157,003 |
| British North America | 28,638 | 29,657 | 230,342 | 127,114 | 138,505 |
| Central American States and British Honduras | 284 | 380 | 4,446 | 4,114 | 2,557 |
| Mexico | 2,091 | 7,128 | 16,813 | 17,685 | 37,758 |
| Cuba | 828 | 1,426 | 12,328 | 13,756 | 7,887 |
| Other West Indies and Bermuda | 5,975 | 3,065 | 43,064 | 42,308 | 31,351 |
| Argentina | 30 | 517 | 23,665 | 7,895 | 10,179 |
| Brazil | 805 | 1,064 | 9,083 | 4,892 | 6,275 |
| Colombia | 41 | 40 | 544 | 957 | 743 |
| Venezuela | 6 | 9 | | 539 | 194 |
| Other South America | 1,319 | 1,056 | 28,482 | 20,042 | 15,820 |
| Chinese Empire | 3,456 | 6,111 | 72,732 | 51,700 | 18,412 |
| British East Indies | 2,773 | 2,581 | 46,694 | 39,118 | 34,056 |
| Hong Kong | 304 | | 8,043 | 3,358 | 2,500 |
| Japan | 46,206 | 50,840 | 182,850 | 167,567 | 368,380 |
| British Australasia | 24,187 | 27,066 | 172,554 | 175,182 | 198,775 |
| Philippine Islands | 666 | 2,853 | 65,788 | 15,692 | 13,708 |
| Other Asia and Oceanica | 654 | 4,347 | 21,816 | 21,953 | 27,531 |
| British Africa | 14,975 | 3,655 | 81,354 | 94,478 | 88,578 |
| All other Africa | 525 | 409 | | 3,048 | 79 |
| Other countries | | 30 | 255 | 117 | 30 |
| Totals | \$323,947 | \$264,836 | \$1,929,556 | \$2,121,421 | \$1,730,339 |

GOOD SEASON ENDS

Australian Trade Showed Some Improvement—Motorcycles Attract Attention.

Melbourne, April 30.—The cycle trade has been fairly brisk all through the season just finished. There has been nothing of a rush, but the volume of business is increasing and the older established firms that weathered the slump succeeding the boom have improved their condition and are developing their business. Wheels are very much used in the provinces, and there are many stores in the capitals which depend almost entirely upon the country trade. Perhaps the best criterion of the extent to which the wheel is used is the very solid business transacted by three large tire manufacturers, all located in Melbourne, which practically supply the Commonwealth with bicycle tires. Each firm is making a specialty of the vulcanized cover, and each is doing a splendid business. Locally built machines still lead the way, and still far the greater portion are assembled from B. S. A. parts. The special racing set of these components find great favor amongst the racing contingent.

It cannot be said that the motor car has made any great strides in Australia. Whether it is the great cost either from freight or duty or both, or whether there is a passive antipathy to the horseless carriage I know not, but, nevertheless, the motor fails to catch on. Matters are improving in regard to the motorcycle, and this class of machine is now making fair headway. There is the probability of a motorcycle race being held this winter on the same day and over the same course as the great Warrnambool to Melbourne cycle road race, a distance of 165 miles. The conditions of the race this year for bicycles include one which stipulates that the competitors must ride the same machine throughout the contest. Changing mounts will disqualify. This race is fixed for August 22. The time limit is fixed for 12 hours in lieu of 13 hours as heretofore. The distance was last year covered by the rider gaining fastest time well under 9 hours. This event starts about 6 a. m., and as the limit of the handicap is somewhat about an hour it is thought that if the motorcycles are started about 11-3 hours after the scratch men the road will be fairly well clear, and no clashing or interference with the ordinary traffic will result. The promoter of both events is the Dunlop Tire Co., which, for the past two years has spent something well over \$5,000 on the road events. This year, with the motorcycle race added, the expenditure will be proportionately larger. The method by which the motorcycle race will be handicapped is on the horsepower of the engines. If any builder of engine and machine can by some clever manipulation of the parts get more speed out of his engine of a given power, we all want to know. And it is a

contest of this description which will disclose the best combination of bore and stroke, weight of flywheels, general weight of machine, location of engine, pattern of frame, rake, gear, etc. Many local builders are busy constructing special machines for this race. It will be keenly contested.

Looking After the Complaints.

As betokening the thoroughness with which the Miami Cycle & Mfg. Co. look after every detail of their business, the practice followed in regard to complaints may be mentioned.

With every Racycle shipped from the factory a "Complaint Blank" is sent. It contains both the shop and wheel number and the name of the inspector, the latter testifying to the facts over his own signature. The blank states that "all Racycles are inspected three times—when frames are finished, after being enamelled and just before being turned over to the craters. The wheels are trued three times, first when strung up, again when tires are put on and finally before given to craters."

The person receiving the machine is enjoined to make any complaint "at once," and not ten days after receiving it. Space is left for a concise description of the machine, the date it is received, etc., and a statement of whatever complaint may be lodged.

In this way the onus of acting at once is laid upon the recipient. He must "speak his piece" while the matter is fresh, and it is thus rendered possible to go to the inspector and fix the responsibility.

Methods of manufacture have, as regards the ordinary bicycle, reached such a stage that usually good inspection is all that is needed to insure the delivery of perfect goods. When something does go wrong, however, such a system as that referred to pins it fast and insures correction. A similar method employed by motor bicycle makers would accomplish a world of good, going far to placate customers as well as to insure greater care at the factory throughout the various stages of manufacture.

Some Spanner Defects.

A most natural question is, do some makers ever use the spanners they design for use on their own cycles? On some of these composite spanners there is a certainty of a hole being so placed that it cannot be brought near to the nut for which apparently it was designed. Other apertures are so awkward in relation to the parts which they serve that the rider is fain to use some simple instrument. Yet, it is not really impossible to design a few spanners which carry out all the adjustments satisfactorily.

At Charles River Park on Tuesday night Joe Nelson won a hollow victory in a twenty-mile paced race from Bobby Walthour and Harry Caldwell in 29:48 2-5. Walthour's tire went flat in the ninth mile and Caldwell's motor went wrong in the twelfth mile.

WYMAN IN WYOMING

Mud and Boulders Succeed Snow and Sand—He Meets a Good Samaritan.

"Not for a pot of gold would I again undertake to ride a motor bicycle or a bicycle of any sort across the State of Nevada," writes George A. Wyman, the Motorcycle Magazine's cross-continent tourist. Some of the photographs which he has forwarded to the New York office of the magazine are mute witnesses of what he has endured.

First snow, then hot, deep, desolate, uninhabited wastes of apparently bottomless sand, in which Wyman's bicycle stood upright and which racked his bones in the effort to trundle through it; dark tunnels and an eternal bump, bump, bump over the railroad crossties—this was Wyman's hard lot, and though Nevada is now several hundred miles behind him, his hard work is not over.

After entering Wyoming, on the 29th, he began to go up, up, up in the Rockies, and while occasional stretches of good road have been found, rocks and boulders and mud have kept him too busy to enjoy the scenery. It has rained for three weeks out there, and the presence of President Roosevelt has caused an unusual amount of travel and kept the mud well churned.

His bones ache and his back, from the incessant pounding of crosstie travel and tugging in the mud of Utah and Wyoming, feels, as he says, "as if some one had used a club on it hard and often"; but the plucky fellow is chockful of determination, and, short of complete collapse, says he will do what he set out to do—reach New York.

At Ogden, Utah, where he was able to get a new handle bar to replace the stick he had been using, and to get a new rear tire and repair other damage caused by his bad fall, a good samaritan in the person of a Bicycling World subscriber and staunch admirer, S. C. Higgins, shed a flood of sunshine on his until then dreary way. Mr. Higgins, one of the very few motor cyclists is his part of the country, placed his home at Wyman's disposal, gave him every assistance at his command, and the next morning rode with him out of the city, directed him on his way and wished him godspeed.

"It was the first courtesy and kindness of the sort I have received," writes Wyman, "and, come what may, I will always hold Mr. Higgins in grateful remembrance."

Wyman reached Cheyenne, Wyo., on Thursday, the 5th, where he put up for the night. It had rained all day and the roads he encountered were seas of mud.

A Hand Cleaning Wrinkle.

"Don't do that," cautioned the old repair man, as the motocyclist poured gasoline over his soiled hands and rubbed them together. "You are only rubbing the dirt into your skin. Saturate the towel there and wipe the dirt off." And the advice proved worth heeding.

When "National" Riders Race They Disappoint the Others.

AT LAWRENCE, MASS., MAY 23,

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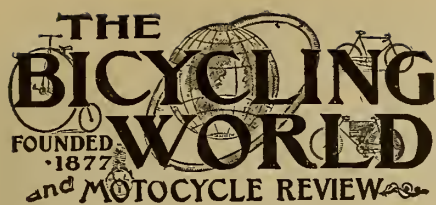
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NEW YORK, JUNE 6, 1903.

Proud of the Price.

There is apparent, in some circles at least, a change of view, a veering around on the price question that bodes good for the business.

Owners and prospective owners of high priced machines are beginning to be proud of the fact that they are high priced—to boast of the fact whenever they are given half an opportunity. Only the other day a case came under our notice where two men met, each having just purchased a new machine. One of them began by remarking what good value you could get in bicycles nowadays, adding that his machine had cost him only \$40. His companion assented in a patronizing tone; then remarked quietly that his had cost \$92.50, investing the declaration with a world of meaning and quite squelching his listener.

A few years ago such an occurrence could scarcely have taken place. Prices were tumbling, and had been for a long time, and every rider or buyer took pride in telling how little money his machine had cost him.

To have confessed to a high price would have seemed to stamp him as a dolt, a man who was an "easy mark," one whom any one could impose on.

Now it is getting to be just the other way. The tide is changing slowly, but none the less surely, and it is certain to attain greater and greater momentum. The cyclist who is proud of his cycle, who shows it to his friends and explains its merits and points of superiority, and winds up by declaring its price, is a welcome addition to the ranks of wheelmen, certain in the end to do much toward leavening the entire lump.

What the Dealer can do.

It would be a very good thing for the cycle dealer who thinks that the times are permanently out of joint and that their straightening is a matter quite beyond his power, to sit down and give a little study to the subject. If he is both wise and candid he will be compelled to admit that he, too, is out of joint, and that the mending process requires that he as well as the times be taken into consideration.

When the long period of depression first came the average dealer did little to prevent it or to shorten it after it came. It may be said that he could not, and perhaps this is so; but he could at least have made the effort, and this he did not do. Instead his visage acquired a shape portentously long, his voice became complaining, his actions were in keeping with the partial blight that had settled upon the business. Bicycles were out of fashion, people ceased to talk about them or mentioned them only for the purpose of belittling or abusing them. But did the dealer combat this feeling or do aught to bring about a change? Not a bit of it. On the contrary, he chimed in with the chorus and wrung his hands that he should have fallen upon such evil times.

This picture is not overdrawn, if it be applied to a large section of the trade. It would be too sweeping to apply it to all; just as it is too sweeping to say that no one rides or that the bicycle has ceased to be used. But where the shoe fits let it be worn.

With the turning of the tide that is discernable now dealers are adopting a new attitude, and as they do so they find that it is one that has a good effect, seconding and stimulating the change for the better and bringing about a better feeling and a better appreciation of the situation.

When the dealer resumes—or even ap-

proaches—his old confident manner and takes a positive and aggressive stand; when he ceases to apologize for the bicycle and for himself as a bicycle dealer; when he comes out into the open and openly sings the praises of the pastime and of the instruments that make it possible; when he points out the great improvements that have taken place and the vastly greater pleasure that can be had by the use of the bicycle; then, and then only, will it be borne in upon him that he has not been blameless in the past, and that the world likes prosperity and the prosperous man, giving freely where others give and withholding where others withhold.

In short, the tide is setting in the right direction. All that is needed is to help it attain force and volume, and each dealer, each salesman, each rider can do something to further this end.

Some Crank Fashions.

A few years ago it looked as if the flat crank might become fashionable again. But the movement seems to have fallen flat, and the number of concerns departing from the regulation round crank construction is inconsiderable.

In the old high wheel days everybody used flat cranks, and even when the safety came in it held its ground for several years. Then one day the round crank burst on the trade in the shape of the Southard twisted crank, and the cycling public fell all over itself going into ecstasies over it—its beauty, its marvellous strength, etc., and makers could not change over to it fast enough. That was in the early 90's—about 1892 or 1893—and since then it has been round cranks first and the rest scattering.

There is an impression that flat cranks are a little stiffer than the round ones, and their use makes it a little easier to get a narrow tread, owing to there being less metal at the pedal end. In appearance also there seems to be a slight gain, although it is probable that almost all of this is due to the revolt against the monotony of round cranks, just as the advantage was the other way when the change to round cranks was made.

Covering the Byways.

Some of the most successful manufacturers in the business to-day owe a large portion of their success to the zeal they have exhibited in pushing the sale of their goods in the small towns and villages. No place was thought too insignificant to receive at-

WINS BUT IS THROWN OUT

Eli Bushey and His Record of 50 Miles in 2 Hours, 11 Minutes Rejected by C. R. C. of A.

It certainly is an encouraging commentary on the interest now being taken in road racing to note that on Decoration Day, when the great Irvington-Millburn race was on with eighty-one starters, that the second annual road race of fifty miles, run by the New York State division of the Century Road Club Association, had forty-nine starters.

The race was held on Long Island, doubling back and forth on the Merrick road course between Springfield and Bellmore, with the start and finish at Valley Stream.

First to finish was Eli Bushey, of Williamsbridge, with a handicap of 22 minutes 30 seconds, and net time of 2 hours 11 minutes. His time was so fast that an investigation was made and he was disqualified on the charge that he had cut the course and had also accepted pace from a motor bicycle.

Regarding the disqualification of Bushey there was considerable feeling aroused. Some of the C. R. C. Association men who attended the race interrogated the checkers at the turns and alleged that they discovered that Bushey did not cut the course. With regard to his having accepted pace, it is said that all he did was to ride behind a motor bicycle in order to work his way through a crowd of wagons. He was behind the motor for a very short distance.

Bushey's time, if he covered the course properly, is a new record. The C. R. C. Association consider that it was properly made and are seeking him for a member.

There were two silver cups for club prizes to be awarded by point scoring. The Stuyvesant Wheelmen won the first cup and the Prospect Wheelmen the second. The five time prizes were won by the following riders, in the order named: Charles Mock, Joseph Kopsky, W. H. Cauldwell, George Holzhauser and George Weirich.

The first eleven prize winners, in the order of finish, with their handicaps and net times, are given below. It was a hard sprint and a close finish between Mock and Kopsky:

| Place and Name— | Hdcp. Net time. | |
|----------------------------|-----------------|---------|
| | M.S. | H.M.S. |
| 1. W. H. Cauldwell..... | 15.00 | 2.29.25 |
| 2. Charles Vichette..... | 25.00 | 2.39.33 |
| 3. Alfred Winter..... | 22.50 | 2.32.28 |
| 4. Charles Lundberg..... | 15.00 | 2.36.42 |
| 5. George Holzhauser..... | 10.00 | 2.30.00 |
| 6. Henry Van den Dries.... | 15.00 | 2.35.00 |
| 7. George Weirich..... | 10.00 | 2.30.10 |
| 8. Gus Ambos..... | 20.00 | 2.40.40 |
| 9. Albert Selle..... | 20.00 | 2.40.00 |
| 10. Charles Mock..... | Scratch | 2.24.52 |
| 11. Joseph Kopsky..... | Scratch | 2.24.58 |

M. Paul Rousseau, one of the joint managers of Le Velo, has left it and has started another daily called Le Monde Sportif. This brings the number of cycling and motor daily papers in Paris to three.

Siegel Wins Chicago Road Race.

Chicago's twenty-five-mile road race, from Lincoln Park to Evanston and back, on Decoration Day, was won by a few inches in the last ten feet by Edwin Siegel. There were seventy-four starters in the race. It was run in the rain, but thousands watched it.

Siegel had a time allowance of seven minutes.

William H. Blum carried away the honors for time, covering the course in 1 hour 6 minutes and 11 seconds. Blum was the eighth man to cross the tape.

Norman Sheffer, one of the six scratch men, met with a collision that wrecked his bicycle and put him out of the race.

The three winners of the time prizes were:

| Name. | Time. |
|------------------------|---------|
| William H. Blum..... | 1:06:12 |
| Herman Huetgreen | 1:06:14 |
| Paul D. Townsend..... | 1:09 |

Winners for position in the order in which they crossed the finish line were:

Erwin Siegel, 1:11:20; Jesse E. Raynor, 1:11:21; Alfred B. Raynor, 1:12:53; Joe E. Stiegelhauer, 1:13:38; Emil Blum, 1:09:53; John Horsch, 1:12:56; A. H. Townsend, 1:15:04; W. H. Blum, 1:06:12; Herman Huetgreen, 1:06:14; George Havard, 1:11:41; P. C. England, 1:14:12; Edward Morris, 1:16:32; Arnold C. Langher, 1:13:06; G. Mehrholz, 1:11:02; Carl Koette, 1:15:50; Otto Jacoby, 1:10:45; Paul D. Townsend, 1:09:00; Charles Stuckle, 1:11:04; Charles Barnikow, 1:13:45; A. Geadeallas, 1:12:22; A. E. Kepper, 1:11:34.

Row at Asbury Park Races.

The feature of the bicycle race meeting in Asbury Park last Saturday, which was held under the auspices of the Oreos A. C., was a wrangle. The row was caused by an alleged effort on the part of Gus and Harry Welsing, of the New York A. C. practice team work in the mile open. The spectators became incensed and the police were obliged to interpose. The mile open was won by E. Sindle, of Dundee Lake; the half mile handicap was captured by Lewis Bennett, of Asbury Park; the two-mile handicap was won by D. J. Quille, of Bayonne. E. Burrell, of Newark, won the two-thirds mile novice.

New Record at Hagerstrom Whitmonday.

The annual Whitmonday eighteen-mile road race at Hagerstown, Md., was run last Monday, and resulted in a new record for the course, an injured spectator and a fight with the police. Earl Döub won the race in 54 minutes 38 seconds. The former record was 54:58. Leonora Smith, a girl student of Keemar College, was knocked down while trying to cross the road during the race. The police had a fight with the rough element in the crowd and the Chief of Police got a cut over one eye.

Jimmy Moran, the pace follower, of Chelsea, Mass., is to be married the first week in June.

tention, and no traveller was allowed to consider it beneath his dignity to visit the village of fifty or one hundred inhabitants, sometimes even before the town of many thousands.

The sales at the latter place might exceed by much those at the former, but that made no difference; both must be covered, and in an equally thorough manner. The gazetteer and the atlas are called upon, and particular attention is paid to points remote from the railroads. The true mercantile instinct seizes these as the places where the chance of success is far greater than along the more frequented routes.

To do this may involve the hiring of a team during the winter, or, during the riding season, a trip awheel, but the comparatively virgin soil found brings ample recompense. There are hundreds of such places to one town, and, while singly they seem scarcely worth the trouble of securing, yet in the aggregate they absorb a very large number of machines.

The Mile-a-Minute Man.

It is not the automobile alone that is approaching the mystic mile-a-minute on a circular track. The motor bicycle is now within measurable distance of it, and a few more cuts—like that of Decoration Day, for example—will do the trick. Meanwhile the leg driven bicycle gets faster and faster, so much so that in the light of to-day the attainment of a mile-a-minute record does not seem to be without the realm of probability. As the best judges admit, it is almost entirely a matter of a good man and gilt edged pacing, and some day the right combination will be struck and the wonderful feat accomplished. It is interesting to recall that it is only a little more than twenty years since the three-minute circle was entered, and less than a decade since John S. Johnson crossed the two-minute mark. To whom the honor to get inside the minute will belong it is as yet not vouchsafed us to even guess.

The National Cycling Association can serve the well being of motorcycle racing by requiring that contestants be properly attired. The manner in which they are now given to appearing on the track in long trousers or shirt sleeves or both or in "any old clothes" is neither a credit to the men nor the sport nor can it inspire any considerable amount of respect or agreeable emotion in the public.

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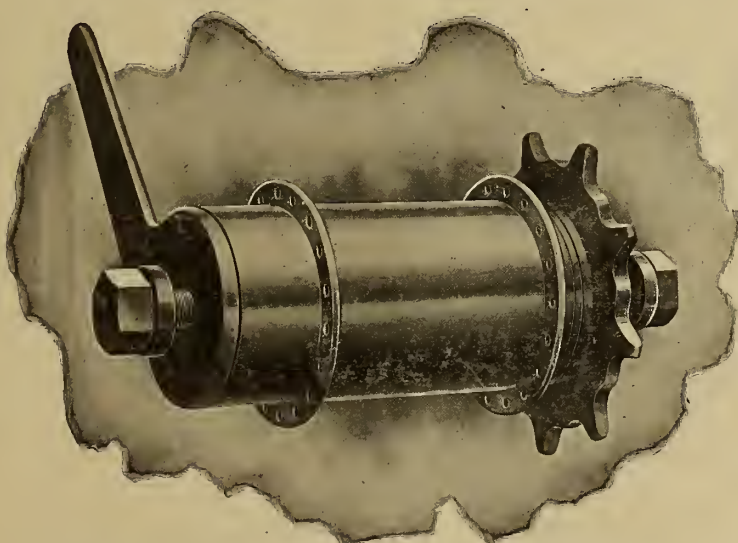
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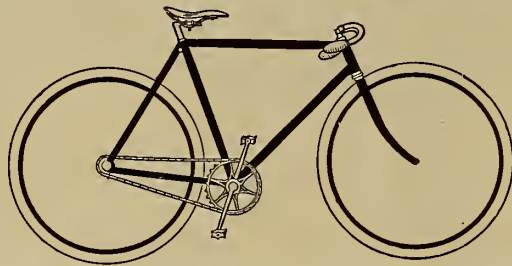
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DIES MAKING RECORDS

Harry Elkes Killed While Riding His Fastest Race on New Charles River Track.

One of the most tragic and lamentable fatalities in the history of cycling was that of Harry D. Elkes, who was killed on Decoration Day while racing at the new Charles River track. It was the opening day for the track, on which Elkes had prophesied that he could ride miles in 1.10 or better, and he was doing it before the eyes of more than ten thousand persons when the accident occurred which resulted in his death within an hour. It was a baptism of blood for the record making course, and the bright, particular star of the record breaking firmament was snuffed out while in the act of setting new figures for the emulation of the riders of the world.

Elkes was engaged in a twenty-mile paced race against William Stinson, Bobbie Walthour and James Moran. Francis A. Gately was on the motor bicycle pacing Stinson and Hoffman was pacing Elkes.

It was late in the afternoon when Starter Stedman fired the pistol that set the race going. Stinson jumped out into the lead almost immediately, with Walthour up in second place. Moran was soon a lap in the rear, and by fast pedalling the Cambridge man held his place at the front. Elkes caught and passed Walthour in the fourth mile, amid cheering, and went after Stinson at a hot pace. During the fifth mile Stinson lost his pace, and then Elkes went to the front, maintaining that position up to the time of the accident at the beginning of the sixteenth mile. Stinson was leading at the five miles, his time for the distance being 6.21 1-5, a new world's record. The Glens Falls man was in great form, and no one was surprised when the announcement was made at the end of the tenth mile that he had gone the distance in 12 minutes 30.3-5 seconds, the world's record being 13 minutes 27½ seconds.

In the seventh mile Stinson's chain snapped, and when the Cambridge man began riding again on his own wheel he was fully a mile behind Elkes. Walthour had lost his pace in the fifth mile, losing considerable ground, while Moran appeared to be hopelessly out of it.

Elkes was riding a beautiful race, holding his speed splendidly. The fifteen miles were covered by Elkes in 18 minutes and 40 seconds, just 1 minute and 48 seconds ahead of the world's record for that distance. The spectators realized that he was riding the fastest race of his life and cheered him to the echo.

The accident occurred in the first lap of the sixteenth mile. Speeding around the second turn and upon the backstretch, the rear tire of Elkes' bicycle exploded and collapsed. As his motor went shooting away from him the broken rim caught in something and the Glens Falls man took a header, going high

in the air over the handle bars, making a complete somersault and falling prostrate upon the track, with the bicycle on top of him. Elkes must have gone fully fifteen feet in the air, for he landed upon the boards just at the beginning of the third turn, and rolled over and almost to the level part of the track, where he lay face upward, and must have seen Stinson's motor just before it struck him, as he made an ineffectual attempt to move out of the way.

Gately was sending the motor at top speed, and, seeing Elkes' mishap, had steered down from the incline, hoping to avoid him in case he fell from the wheel. The steersman evidently did not count on Elkes rolling to the foot of the incline; but that was what happened in a second's time, and then the front wheel of the heavy motor struck the Glens Falls man in the head, splitting



HARRY D. ELKES.

his skull. There were shouts of horror when the accident happened, and many women fainted. Gately was knocked off by the collision. Stinson butted into the motor, and also went over and over upon the track. A number of policemen quickly carried the injured men to the training quarters, where physicians attended Stinson and Gately.

It was seen at a glance that Elkes was beyond recovery, but he was hurried to the Massachusetts General Hospital in the Cambridge police ambulance. Before the ambulance had reached the institution Elkes died, without having regained consciousness.

After the accident to Elkes and Stinson, Walthour and Moran went on and finished the race, Walthour winning by five laps.

One noteworthy thing about the death of Elkes was that he was never known to win a motor paced race on May 30. Before the fatal contest, in talking to a friend, he said he hoped to win, if his Memorial Day hoodoo did not get after him.

Last year, on May 30, while leading, he fell at Charles River Park and was badly injured. The year before he fell at the Revere track on May 30, broke his collarbone and injured his left shoulder so that the arm had never been much good since. The previous year he fell at Providence and broke his arm. The year before that he was thrown and injured. Memorial Day has been his un-

lucky one, and the long chain of mishaps led up to the great one which caused the word "finis" to be attached to one of the greatest careers ever known on the cycle paths in the world.

The death of Elkes makes the sixth in the history of American cycle racing, and when it is considered how dangerous the sport is, the list is a very small one. The first was that of Joe Griebler at Lima, Ohio, who died at the finish of a race, presumably from a ruptured blood vessel. Miles and Stafford were killed riding a tandem at Waltham three years ago Saturday. Strangely enough, they were then pacing Stinson. Johnnie Nelson died from the effects of a fall at Madison Square Garden two years ago. Last year Archie McEachern was killed at Atlantic City.

Elkes' father was summoned by telegraph from Jacksonville, and the body of the unfortunate rider was taken to his home at Glens Falls on Sunday. The funeral was held there on Tuesday. Elkes was a member of the Benevolent Protective Order of Elks, and after services at the home and church the service at the Glens Falls cemetery was conducted by Albany lodge No. 39, B. P. O. E., according to their ritual, assisted by a male quartette. The bearers were brother Elks. They marked his grave with a handsome bronze tablet of the order. The floral tributes were many.

Throughout his career Harry Elkes was known among all his fellows in the expressive parlance of the dressing rooms as "a white man." He was one of the most popular of riders, both with the public and his racing associates. His father, known everywhere as "Pop" Elkes, was his trainer and manager, and he was usually handled by his father as an individual attraction and not allowed to join racing teams.

Elkes was born in Port Henry, N. Y., on July 28, 1878, and would have been 25 years old next month. From childhood he had been a resident of Glens Falls, and there he began racing as an amateur in 1893. He won many races near home, and began to venture further in 1895, and then he first began to become known as the "boy wonder." He was always noted for his prowess as a "stayer" in races at the longer distances rather than as a great sprint finisher, though his build resembled that of a greyhound. He was tall and strikingly slender, though well knit and of comely form. His long legs early won for him the sobriquet of "Lanky Elkes."

In 1893, when he was 15 years old, Elkes won seven first prizes and nine second place trophies as an amateur. In 1898 he shot into prominence by winning a seventy-two-hour race at Pittsburg on January 29, and establishing a new record with long distance men of such calibre as Waller, Schineer, Hall and Henshaw against him. His record for the time was 1,322 miles 6 laps, as against that of 1,221 miles 3 laps made by Waller the year before.

On April 19, 1898, he and Tom Barnaby

were in a 100-mile paced race. Elkes won were in a 100-mile paced race on the Charles River track. Elkes won the race and established the new figures for fifty miles of 1 hour 58 minutes 41 3-5 seconds.

In 1899 his proportion of victories was conceded to entitle him to the rank of champion, and he became also the holder of the one hour record several times in the year, regaining it as often as any one surpassed it.

In 1900 Elkes went to Europe for the first time and defeated there Walters, Robl, Bouhours, Tinkertam and Linton. In December, 1900, he entered the six-day race in New York, with McFarland as a partner, and the pair won the race, with 1,628 miles and 7 laps to their credit. In 1901 Elkes figured prominently as the pace-following champion, and always was a big attraction.

Last year was an off year with Elkes. He went to Europe, but did not do well there. He had many and frequent falls and seemed pursued by hard luck. He rode in Madison Square Garden last winter, and had just begun his outdoor riding for this season.

It was only a short time before his death that, at Philadelphia on May 22, he made a new world's record of 1.14 3-5 for a mile and 6.27 2-5 for five miles in a paced race against Maya, Munroe and de Guichard.

Among the records still to his credit on the books is that for thirty miles in 43 minutes 16 seconds, made on June 12, 1902, on the same grounds on which he met his death, and the American record for one hour of 41 miles 250 yards, made the same day.

Elkes was a partner with his father in the Elkes Hotel of Saratoga, the firm being William A. Elkes & Son.

This was to have been the tall blonde boy's last year on the track. He had determined that on Labor Day he would ride his last race. Then he was going back to Glens Falls, and in the fall would have wedded Miss Edith Garrett, to whom he had been engaged several months.

Elkes' Last Race.

Fast going was the rule on the New England tracks Decoration Day. The remarkable times made at the new Charles River Park track in the race during which Harry Elkes met his death, are shown by the following summary:

| M. | Time. |
|--------------------------|-----------|
| 1—Stinson, 10 yds..... | 1:19 |
| 2—Stinson, 5 yds..... | 2:35 |
| 3—Stinson, 10 yds..... | 3:50 1-5 |
| 4—Stinson, 40 yds..... | 5:05 |
| 5—Stinson, 50 yds..... | 6:22 2-5 |
| 6—Walthour, 60 yds..... | 7:35 2-5 |
| 7—Elkes, 30 yds..... | 8:50 |
| 8—Elkes, 2 laps..... | 10:03 4-5 |
| 9—Elkes, 3 laps..... | 11:16 3-5 |
| 10—Elkes, 3½ laps..... | 12:30 3-5 |
| 11—Elkes, 3½ laps..... | 13:44 2-5 |
| 12—Elkes, 3¾ laps..... | 14:58 2-5 |
| 13—Elkes, 4 laps..... | 16:10 1-5 |
| 14—Elkes, 4½ laps..... | 17:24 3-5 |
| 15—Elkes, 5 laps..... | 18:40 3-5 |
| 16—Walthour, 5 laps..... | 21:32 1-5 |
| 17—Walthour, 5 laps..... | 22:51 2-5 |
| 18—Walthour, 5 laps..... | 24:11 1-5 |
| 19—Walthour, 5 laps..... | 25:30 2-5 |
| 20—Walthour, 5 laps..... | 26:50 2-5 |

Besides the fatal paced race, in the afternoon, the six trial heats and two semi-finals for the Inaugural Handicap, for amateurs, with its horse and buggy prize, were run off, and also a novice race. In the evening there was a paced race between de Guichard, Maya and Moran and the final of the big handicap.

The horse and buggy, which were offered as a prize for the amateurs' inaugural handicap race, was won by A. R. Urquhart of Charlestown, who survived a long list of trial heats in the afternoon. He rode from the 100-yard mark, and in the final heats came through the field in masterly style, winning by inches from A. W. McDonald of Somerville, who rode from the same mark. Summary:

One mile novice—Won by John Mahan, Lowell; second, R. W. Gibson, Dorchester; third, Hans Bratt, Dorchester; fourth, Hugh McPartlin, Woburn. Time, 2:41 2-5.

Inaugural Handicap, two miles, amateur—Final heat won by A. R. Urquhart, 100 yards; A. W. McDonald, Somerville, 100 yards, second; Leonard Linberg, Jamaica Plain, 90 yards, third; W. G. Holbrook, South Boston, 170 yards, fourth. Time, 4:22 4-5.

Twenty-mile paced race—Won by Basil de Guichard; Otto Maya, second; James Moran, third. Time, 27:10 1-5.

At the Revere track, on Memorial Day,

Hugh McLean beat Nat Butler and Harry Caldwell in a twenty-mile paced race in good time, after having had to dismount and tighten his handle bars in the fifth mile. Summary:

One mile open—Won by W. J. Potter in 2 minutes 31 2-5 seconds.

Ten-mile open—Won by Potter in 28 minutes 27 seconds.

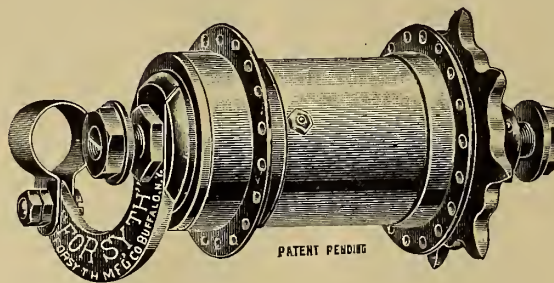
Twenty-mile, motor paced—Won by McLean in 29 minutes 27 seconds.

On Monday night at Providence the executive committee of the N. C. A. Paced Circuit had a meeting and passed a rule compelling the riders on the circuit to use American made tires. Most of the accidents to pace followers have been due to tires bursting. The racing men during the last two years have nearly all been using French made tires on their wheels. These they discovered when they went to race abroad. They are very finely made tires, resilient and speedy, but their fast quality is largely due to their being made exceedingly thin and with a web that is silky in its fineness. The heat generated by the speed at which the men go now is enough to make such tires explode.

The schedule of the paced circuit was revised to fill the gap caused by Elkes' death. To Basil de Guichard were assigned the dates that had been allotted to Elkes. Nat Butler was added to the circuit to take de Guichard's place and L. E. Mettling was having "made good."

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CLASSIC RACE TO NOVICE

Krohn, a Young Swede, Wins Irvington-Millburn and Also Second Time Prize.

Good, old Irvington-Millburn! Its history is unbroken and its reputation for bringing into the limelight young and previously unknown riders of ability is sustained. For the fifteenth successive time on Memorial Day the hard rush over the Sister hills and the long climb from Millburn was accomplished last Saturday, with the result of bringing to light a young Swede of Brooklyn, Adolph Krohn, who won the race from a start of 5 minutes and 30 seconds, and also captured the prize for having made the second best time. The first time prize went for the second time to Charles Schlee, of Newark, who, in winning the time prize last year, established the new record of 1:07:42 for the course, the former record having been 1:08:47, made by Monte Scott in 1895. This year Schlee's time was 1:09:05 1-5, only 23 4-5 seconds slower. The second man to finish, E. F. Bataille, won the third time prize.

It was a rousing race, with as close a finish as judges can handle accurately and a clean race withal, despite a bit of mismanagement at the start which let away eighteen men ahead of their time and made it a ticklish job to decide what to do in awarding place prizes to those who got away ahead and finished in the prize list. As it was largely the fault of the starting officials that the stampede occurred, the proposal not to allow any place prizes to the men who got away ahead of their time would manifestly be unfair. It was finally agreed that the time gained by the various men should be deducted at the finish from the time made by them and they be set back in position accordingly. This plan was approved by the referee, Will R. Pitman. The starting was done well until the bunch with a handicap of 4:15 rode away. The old scheme of using ropes, abandoned by E. L. Blauvelt, was being tried again, and it failed to work. The 4:15 bunch got away, and with them went the 4 minute, 3 minute and 1:30 bunches before the rope could be pulled into place to stop them. Confusion reigned, and it was but natural that the riders, seeing their fellows starting, should make haste to get away so as not to be left. The scratch men were held for awhile, but as it would be unfair to give them a gap of 4 minutes and 15 seconds to close, they were sent away a minute and a half ahead of their times, or 5 minutes and 30 seconds after the scratch men.

The race was run this year for the first time by the Irvington-Millburn Race Committee of the Bay View Wheelmen of Newark, and, barring the mixup at the start noted, which, of course, caused a tangle in the figuring afterward, the race was managed fairly well. The committee had signed

papers agreeing to be responsible for damage done through accident, but the race was more free than usual from broken bones and severe hurts, although the usual number of spills occurred.

The course was the historic one over the road between the New Jersey villages of Irvington and Millburn, which nestle in the foothills of the Orange Mountains, with the hamlets of Hilton and Maplewood strung in a row between them, and the start was in the same old familiar clump of woods between Hilton and Maplewood, which still stand there as they did years ago, although the trees have been thinned out and there are many other changes in the surroundings of the course. The trolleys running over the road have resulted in an altered char-



CHARLES KROHN, THE WINNER.

acter in the vicinity that has robbed the race of much of its picturesqueness. The scenes of the roadside are more modern and do not smack so much of a country fair as they did of yore. The fresh country lassies with their buttermilk and sandwiches are missing, and the whole attending crowd is less rustic. This year there was not much of a crowd; it was, in fact, smaller than ever before, and this was largely due to the fact that there was a strike in the power house of the trolley company and the cars were not running. Lack of car service made the officials late in arriving, and the race, which was scheduled to begin at 10:30, was not started until 11:29 o'clock.

Of the 101 who had entered eighty-one riders sat ready for the starter, with three in the limit bunch with 7 minutes and three on scratch, the latter being Charles Schlee, Samuel La Voice, the 1902 winner, and James Zanes, the second man to finish last year.

The men bunched quickly after starting and coming back from Irvington, on the first lap of five miles, they were in three main groups, with C. E. Ayers, of the Bay View Wheelmen, a 6 minute man, leading the first big bunch of about twenty. Schlee

came along in a bunch two and three-quarter minutes later, his time for the five miles being 12 minutes and 15 seconds. At the five miles La Voice dropped out owing to a mishap, and Zanes quit because of a punctured tire at the end of ten miles, leaving Schlee the only scratch man in the race.

At ten miles Ayres, who had been leading at five miles and was one of the local riders strongly tipped to win, had dropped out because of a broken wheel, and C. W. Bowers, of Rahway, led at the second lap, with Krohn, the winner, almost abreast of him in a big bunch. Schlee came along in good place a little later, his time for the ten miles being 26:00.

At fifteen miles Krohn was leading the first bunch, which had grown somewhat smaller. Schlee's time for the fifteen miles was 39:51.

At twenty miles Edward Rupprecht was leading the first bunch, with Krohn in fourth place in the group going strong. Schlee's time for the twenty miles was 53:41 1-5.

At the finish the first bunch had been thinned down to five, and this quintet rode across the tape in a blanket finish with only a few inches deciding the victory for Krohn and the others only a few feet behind him. The rest then strung along, mostly in bunches of four or five, Schlee finishing in twentieth place.

The men having the most severe falls during the race were Frank Cavanagh, of Newark; J. H. McIntyre, of the Bay View Wheelmen, and J. A. Eisele, of the Bay Views. Cavanagh had his shoulder badly cut.

The men who got away ahead of their time with the 4:15 men and finished inside of the list of prizes are as follows, the place of the men, their handicaps and the time they gained over what was allowed them being shown:

| | H'ndic'p. | Time gained. |
|-------------------------|-----------|--------------|
| | M.S. | M.S. |
| 9 Wellington Smith..... | 3:00 | 1:15 |
| 14 Robert Meyers..... | 1:30 | 2:45 |
| 15 Edward Meyers..... | 1:30 | 2:45 |
| 19 William Wilkins..... | 3:00 | 1:15 |
| 20 Charles Schlee..... | Scratch | 1:30 |
| 22 Jerome Steinert..... | 1:30 | 2:45 |
| 26 C. W. Widman..... | 4:00 | 0:15 |
| 30 John W. Parsons..... | 4:00 | 0:15 |

The time gained shown in the above table has been in each case deducted from the net time of the men as given in the preceding table.

There were thirty-two place prizes, and in order to put back the men who stole time to the place they belong the time gained should be added to the elapsed time of the men, and they should then be shoved down to the place where their elapsed time, as corrected, fits in. Doing this shows the place prize winners in their order to be as follows:

1, Krohn; 2, Bataille; 3, Mackay; 4, Long; 5, Orlando; 6, Rupprecht; 7, Edwards; 8, Hardigan; 9, Ross; 10, Tremper; 11, Hickey; 12, Fibuscio; 13, Hass; 14, Mend; 15, Ashurst; 16, Kugler; 17, Smith; 18, Wilkins; 19, Kueler; 20, Woehr; 21, Cox; 22, Schlee; 23, Stein-

ert; 24, Widman; 25, Boyden; 26, Jenkins; 27, R. Meyers; 28, E. Meyers; 29, Drastal; 30, Wolfarth; 31, Gilbert; 32, Parsons.

This it will be seen moves a number of men up in place and shoves back considerably the men who got away too quick, but it lets every one in for a place prize.

In the following table the first forty-two

men are given in the order they were scored at the finish, and for the purpose of showing the replacing to be done, both the elapsed times and the net times of their ride are given. The times are those taken by the chief timer, who was the only one to clock the separate bunches. The asterisks are opposite the men who stole a march on the starters and got away ahead of their time:

| Order of finish. | Name. | Elapsed H.M.S. | Handicap. M.S. | Net time. H.M.S. |
|------------------|--|----------------|----------------|------------------|
| 1 | Adolph Krohn, Brooklyn..... | 1:12:02 | 5:30 | 1:10:32 |
| 2 | E. F. Bataille, Maplewood..... | 1:12:02 1-5 | 6:00 | 1:11:02 1-5 |
| 3 | David Mackey, Newark..... | 1:12:02 2-5 | 6:00 | 1:11:02 2-5 |
| 4 | D. A. Long, Rahway..... | 1:12:02 3-5 | 6:00 | 1:11:02 3-5 |
| 5 | Joseph Orlando, Brooklyn..... | 1:12:02 4-5 | 6:00 | 1:11:02 4-5 |
| 6 | E. Rupprecht, Newark..... | 1:12:45 | 6:00 | 1:11:45 |
| 7 | W. H. B. Edwards, Newark..... | 1:12:55 | 5:00 | 1:11:55 |
| 8 | John Hardegan, Brooklyn..... | 1:14:01 | 4:45 | 1:11:46 |
| *9 | Wellington Smith, Maplewood..... | 1:14:01 1-5 | 3:00 | 1:11:16 1-5 |
| 10 | W. J. Ross, Maplewood..... | 1:14:01 2-5 | 4:30 | 1:11:31 2-5 |
| 11 | William Tremper, Paterson..... | 1:14:05 | 4:30 | 1:11:35 |
| 12 | J. J. Hickey, N. Y..... | 1:14:06 | 4:30 | 1:11:36 |
| 13 | J. S. Fiburcio, Elizabeth..... | 1:14:07 | 4:30 | 1:11:37 |
| *14 | Robert Meyers, Paterson..... | 1:14:14 | 1:30 | 1:11:29 |
| *15 | Edward Meyers, Paterson..... | 1:14:14 1-5 | 1:30 | 1:11:29 1-5 |
| 16 | J. J. Hass, Newark..... | 1:14:34 2-5 | 6:30 | 1:14:04 2-5 |
| 17 | E. L. Mead, Bayonne..... | 1:14:34 3-5 | 6:00 | 1:13:34 3-5 |
| 18 | Alfred Ashurst, Newark..... | 1:14:34 4-5 | 4:45 | 1:12:19 4-5 |
| *19 | William Wilkins, New York..... | 1:14:35 | 3:00 | 1:11:50 |
| *20 | Charles Schlee, Newark..... | 1:14:35 1-5 | Scratch | 1:09:05 1-5 |
| 21 | Fred Kugler, Somerville..... | 1:14:40 | 5:00 | 1:12:40 |
| *22 | Jerome Steinert, Hicksville..... | 1:15:50 | 1:30 | 1:13:05 |
| 23 | Alex Knueller, Newark..... | 1:15:50 1-5 | 5:15 | 1:14:05 1-5 |
| 24 | David Woehr, Newark..... | 1:15:50 2-5 | 4:45 | 1:13:35 2-5 |
| 25 | John A. Cox, Cox's Landing, W. Va..... | 1:15:50 3-5 | 5:15 | 1:14:05 3-5 |
| *26 | C. W. Widman, Newark..... | 1:16:15 | 4:00 | 1:13:30 |
| 27 | W. H. Boydon, Newark..... | 1:16:40 | 1:30 | 1:13:55 |
| 28 | Clifford Jenkins, Wyoming..... | 1:16:55 | 5:30 | 1:15:25 |
| 29 | William Drastal, Newark..... | 1:17:00 | 5:30 | 1:15:30 |
| *30 | John W. Parsons, Brookdale..... | 1:17:00 1-5 | 4:00 | 1:14:15 1-5 |
| 31 | Oscar Wolfarth, Irvington..... | 1:17:00 2-5 | 4:45 | 1:14:45 2-5 |
| 32 | H. J. Gilbert, Newark..... | 1:17:00 3-5 | 4:45 | 1:14:45 3-5 |
| 33 | John Beaver, N. Y..... | 1:17:26 | 5:15 | 1:15:41 |
| 34 | Thomas Gavin, Newark..... | 1:17:45 | 6:30 | 1:17:15 |
| 35 | A. C. Spain, Bloomfield..... | 1:17:55 | 7:00 | 1:17:55 |
| 36 | Andrew Svenson, Newark..... | 1:18:05 | 5:00 | 1:16:05 |
| 37 | H. J. R. Smith, New York..... | 1:18:34 | 3:00 | 1:15:49 |
| 38 | Otto Krettsmeir, Newark..... | 1:18:34 1-5 | 5:00 | 1:16:34 1-5 |
| 39 | J. L. Sullivan, Newark..... | 1:18:35 | 5:30 | 1:17:35 |
| 40 | Charles Reheman, Newark..... | 1:18:44 | 5:30 | 1:17:14 |
| 41 | Charles Nerent, C. R. C. A..... | 1:18:50 | 4:15 | 1:16:05 |
| 42 | L. G. Smith, Huntington, W. Va.... | 1:18:51 | 5:00 | 1:16:51 |

The Irvington-Millburn Winner.

Krohn is a journeyman carpenter, 24 years of age, 5 feet 11 inches in height and weighs 171 pounds. He did his training for the big race over the famous foothills of the Orange Mountains and on the flat Coney Island cycle path, riding at night after business hours. He never saw the course until the day of the race. Krohn has been riding a wheel for three years. He is a member of the Monitor Cycle Club, of 520 Atlantic avenue, Brooklyn. Last fall he entered the 25-mile race on the Coney Island cycle path, but broke down and did not finish.

That was his first road race. His only venture in competition prior to that was when he started in a novice race at Manhattan Beach last summer and was not placed. The wheel he rode yesterday was a Columbia model, of twenty-three pounds, with a 96 gear and fitted with Palmer 1½-inch tires. After the race he went to Ulmer Park, where his club was having a picnic, and gave an exhibition of three miles on a home trainer at 3:35.

Some Tire Peculiarities.

When the Dunlop tire was first brought out the rubber had a peculiar mottled gray color that was supposed to be a hall mark of quality—much like the blue threads on banknotes are popularly supposed to guarantee their genuineness. In those days a Dunlop tire without this mottling was regarded with suspicion. Another curious discovery, made in the days of solid tires and high wheels, was that it would not do to use too good a quality of rubber, as it cut easily and the tire soon wore out!

Runs With Acetylene Gas.

Alphonse Bouchet, an electrician of St. Cherou, is reported to have successfully used acetylene gas as a substitute for gasoline as fuel for his motor. It is stated that a speed of 70 kilometres per hour was attained by an ordinary motor bicycle when acetylene gas was used, while with gasoline as fuel not more than 50 kilometres per hour could have been reached by the same machine.

MOTORCYCLE CHAMPIONSHIP

With his Two Cylinder Machine Curtiss Wins it—Indians get the Rest.

The first hall marked amateur motorcycle champion has appeared. He is G. H. Curtiss, of Hammondsport, N. Y., and he won the title at the Empire City meet at Yonkers, N. Y., on Decoration Day, when he defeated the pick of the simon pure motorcyclists in a fast five-mile race. Curtiss rode a machine of his own make, the 5 horsepower, two-cylinder, belt-driven Hercules. His time was 6:34.

There was no semblance of a race, as Curtiss took the lead at the pistol shot, and no one ever got within hailing distance. The second man, G. N. Holden, Springfield, Mass., on a 1¾ horsepower Indian, made a game fight, but he was no match for his big opponent, and finished a quarter of a mile to the bad. The other twelve starters were stretched out in a long line pretty nearly all the way around the mile track, many of them having been lapped.

The programme of the meet contained, in addition to six automobile contests, two motorcycle events, a five-mile amateur championship of America, and a five-mile exhibition by Albert Champion. The latter used his 12 horsepower, four cylinder Clement motor bicycle, and sent it five times around the big circuit without a skip, sending all records flying. The first mile was completed in 1:04 1-5, supplanting his own record of 1:12 2-5, and the five miles in 5:35, thus beating Chase's record of 5:38. The intermediate times were: One mile, 1:04 1-5; two miles, 2:09½; three miles, 3:15 2-5; four miles, 4:21 4-5; five miles, 5:35.

The motor bicycle race brought out many of the men who had participated in the hill climbing contest of the New York Motorcycle Club in the morning. Curtiss had won that, and it was fully expected by the cognoscenti that he would duplicate his performance. The Indian forces were on hand, too, determined to put up a good fight against Curtiss and to appropriate the other places in any event. Additional interest was lent to the event by the appearance of the old racing men W. F. Murphy and "Wally" Owen, now once more made pure and white and authorized to again disport as real amateurs. Both men started, but failed to get in the running, although Murphy made a game attempt to get Curtiss's rear wheel and stay there.

The men were lined up near the head of the straight, and came to the tape at a fair pace; but the starter refused to give them the signal, as two or three men were somewhat in the rear, and they rode around for another start. This time they bunched finely, and, getting the pistol, dashed ahead. Half a mile had not been covered before it was seen that, barring accidents, Curtiss was the winner. He opened a gap between himself and the nearest man at once, and steadily increased it. At about three miles he lapped the tailenders, and continuing won by a quarter of a mile over Holden. Summary:

First, G. H. Curtiss; second, G. W. Holden; third, F. W. Rogers. Time—6:34.

CURTISS WINS THE CLIMB

**His big Machine too Much for the Others—
Indians Capture Everything Else.**

It is difficult to decide whether the result of the New York Motor Cycle Club's hill climbing contest on Saturday last, 30th ult., was or was not a surprise. On the face of things, the motor bicycle of the greatest power should win an event of the sort, and that is exactly what occurred.

G. H. Curtiss, of Hammondsport, N. Y., on a 5 horsepower two cylinder belt driven

the bell signal. The system of signals and replies is arranged for all purposes served admirably after a little practice.

Keen expectation rather than excitement is the feature of such a contest, and the first murmur of comment came when the redoubtable Hedstrom came up with the then best trial, 1:01 1-5, to his credit; there was a louder buzz when his factory mate, Gustafson, bettered this time by three seconds, and when a few minutes later, Curtiss, almost laying down on his long greyhoundish machine, was recognized, and the watches showing him to be away inside Gustafson's record, there was an approach to real ex-

citement when he approached the crown of the grade. He covered the uphill half-mile in 55 2-5 seconds, but 43-5 seconds to the bad.

Of the normally powered belt machines the Merkel, ridden by fifteen-year-old James Farley, gave the best account of itself—1:06 2-5. But two machines failed to make the ascent—a 3½ horsepower Mitchell, ridden by L. R. Sniffen, and a 2¼ horsepower belt driven Orient, ridden by W. F. Wahrenberger. Before the contest the Mitchell had repeatedly swept up the hill in grand style, but by the perversity of fate in the trial the piston "seized" and stuck fast. Examination proved that the lubricating oil



SCENE AT THE STARTING POINT.

machine of his own manufacture won, and in quick time—51 seconds. It was its first public appearance, and for that reason its victory contained some elements of surprise. Because the 1¼ horsepower Indian has such a great reputation as a "hill eater," and is so given to beating machines of double its power, there are those who expect it to beat anything in the form of a motor bicycle of whatever power, and because it did not do so on this occasion there was some surprise expressed. But the Indian, nevertheless, upheld its reputation, and did itself proud. Despite the disparity in power it came within four seconds of the winner, and consistently placed second, third, fourth, fifth, sixth and seventh places to its credit.

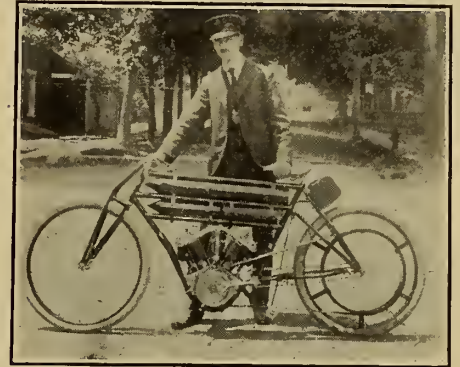
The morning was dark, moist and muggy, a slight sprinkle of rain falling during the running of the event—the sort of day that plays the mischief with motorcycle "mixtures" and photographic apparatus. As a result several entrants who were on the ground did not start. There were also a number of absentees, but twenty-two of thirty-four entrants starting. The start was also considerably delayed owing to the tardy arrival of the electrical apparatus which was employed for timing. Wires were strung from the bottom to the top of the hill and back again, and telegraph keys provided, the key at the base sounding a bell at the top as each starter crossed the tape, the timers on the summit snapping their watches at



THE CHAIN-GEARED ORIENT.

citement. It was then believed that the big 4 horsepower chain driven Orient, enamelled a bright red, was Curtiss's only dangerous competitor. When, ridden by White, it dashed around the last curve on the hill, the danger was quickly dispelled. He was then outside the Hammondsport man's time of 51 seconds. Later Arnold, on the same Orient, made his trial, but to no purpose.

Of the Indian "tribe" Frank P. Baker, a Brooklynite, was not mentioned as among the likely ones. When he made his effort none looked for anything remarkable. It was thought that Hedstrom and Gustafson were the "heap big chiefs." But young Baker made Curtiss stock quiver for a mo-



G. H. CURTISS, FIRST.



F. P. BAKER, SECOND.

had clogged and that the motor was as dry as a bone. Wahrenberger's failure was due to a broken wire.

The other "hard luck" fell to the lot of J. J. Rogers, the short fat man of the Indian contingent. He was confused by the crowd at the last turn and dismounted, thinking it the finishing point. When he discovered his error he remounted and beat out by a close squeak the only foreign machine in evidence, the 1¼ horsepower Singer—dubbed the "pinwheel" by the small boys present—ridden by J. Klein. Klein, attired in khaki and wearing a slouch hat, was the most spectacular person present, and, though he could not climb fast, he could get up, and

to prove it he kept going up and down all morning.

The Riverdale hill was a measured half mile, the maximum and shortest grade being

12 per cent and the minimum 5 per cent.

The following is the summary, which indicates that the weight of the rider is not of the great importance usually ascribed to it:

| | Machine. | H.P. | Trans. | Wt.of mch. | Wt.of rider. | Time. |
|----|---|----------|--------|------------|--------------|--------------|
| 1 | G. H. Curtiss, Hammondsport, N. Y..... | Hercules | 5 | belt | 170 | 150 0:51 |
| 2 | F. P. Baker, Brooklyn..... | Indian | 1¾ | chain | 98 | 130 0:55 2-5 |
| 3 | Charles Gustafson, Springfield, Mass..... | Indian | 1¾ | chain | 98 | 147 0:58 1-5 |
| 4 | Oscar Hedstrom, Springfield, Mass..... | Indian | 1¾ | chain | 98 | 170 1:01 1-5 |
| 5 | F. W. Rogers, New York..... | Indian | 1¾ | chain | 98 | 130 1:01 2-5 |
| 6 | George B. Peijer, Brooklyn..... | Indian | 1¾ | chain | 98 | 150 1:02 |
| 7 | George N. Holden, Springfield, Mass..... | Indian | 1¾ | chain | 98 | 150 1:05 |
| 8 | James Farley, New York..... | Merkel | 2 | belt | 104 | 105 1:06 2-5 |
| 9 | George P. Jenkins, New York..... | Marsh | 3 | belt | 145 | 155 1:07 |
| 10 | George W. Sherman, New York..... | Indian | 1¾ | chain | 98 | 150 1:08 3-5 |
| 11 | J. W. White, New York..... | Orient | 4 | chain | 180 | 140 1:09 |
| 12 | C. G. Arnold, New York..... | Orient | 4 | chain | 180 | 145 1:12 2-5 |
| 13 | J. I. Bradenburg, New York..... | Thor | 1¾ | chain | 98 | 160 1:14 2-5 |
| 14 | F. A. Baker, Brooklyn..... | Indian | 1¾ | chain | 98 | 145 1:16 2-5 |
| 15 | J. M. O'Malley, Hartford, Conn..... | Columbia | 2¼ | chain | 130 | 151 1:18 1-5 |
| 16 | N. P. Bernard, Hartford, Conn..... | Columbia | 2¼ | chain | 130 | 156 1:20 |
| 17 | S. Gould, Brooklyn, N. Y..... | Indian | 1¾ | chain | 98 | 155 1:20 |
| 18 | Frederick Thourot, New York..... | Clutch | 2 | chain | 150 | 165 2:00 2-5 |
| 19 | J. J. Rogers, New York..... | Indian | 1¾ | chain | 98 | 160 2:14 2-5 |
| 20 | J. Klein, New York..... | Singer | 1¾ | chain | 150 | 135 2:15 |

Coaster-Brakes In Majority.

The Metropole Cycling Club's coasting contest, which occurs this afternoon on Lafayette Boulevard, this city, has attracted a field of nearly sixty entries. The list is interesting in that it shows the onward march of the coaster brake. Last season, of about the same number of entries, half of the entrants used fixed gears; this year there are but twelve fixed gears enrolled. All weights, from a 60-pound youngster to a 225-pound giant, are represented. The previous contest was won by a 152-pound rider.

Nelson and Monroe Beaten by deGuichard.

In the afternoon of Decoration Day de Guichard met and vanquished Bennie Monroe and Joe Nelson in a 25-mile race at the Providence track.

The time of the 25-mile race, by five miles, was:

| M. | Leader. | Time. |
|----|-------------------|-----------|
| 5 | De Guichard..... | 7:11 1-5 |
| 10 | Munroe | 14:22 |
| 15 | Munroe | 14:22 |
| 20 | De Guichard | 29:30 1-5 |
| 25 | De Guichard | 37:01 4-5 |

Lawson Beats Kramer at Vailsburg.

A strike on the trolley line and double prices at the gate combined to make the attendance small at the first meet of the seagoodson at the Vailsburg, N. J., track. The crowd numbered about 1,500, but the racing was good. Summary:

Quarter mile race (novice)—Won by William S. Benz, Prince's Bay, Staten Island; Oscar Logan, Newark, second; H. Davenport, Newark, third. Time, 0:32 1-5.

Half mile amateur race—Won by T. Billington, Bay View Wheelmen; George Glasson, Bay View Wheelmen, second; Charles Schlee, Turn Verein, Newark, third. Time, 1:25.

One mile open professional race—Won by Iver Lawson, Salt Lake City; Frank Kramer, East Orange, second; E. R. Root, Boston, third. Time, 3:32.

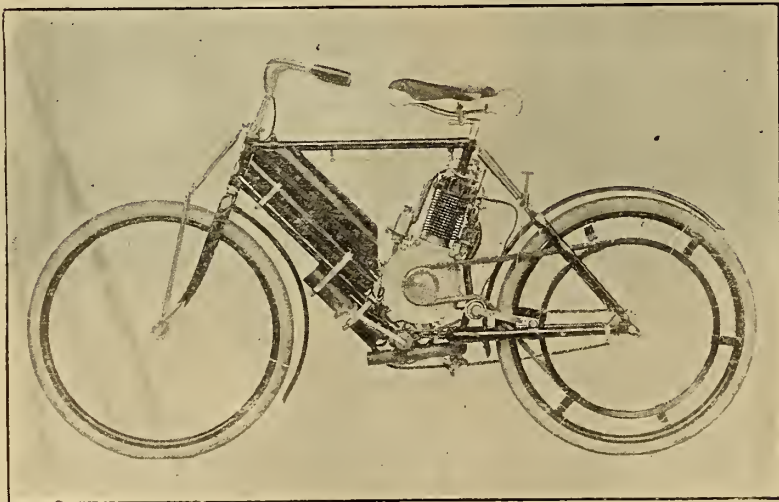
Two-mile amateur race (handicap)—Won by George Glasson, Bay View Wheelmen, Newark (30 yards); "Joe" Fogler, N. A. C. (180 yards), second; Oscar Goerke, N. A. C. (90 yards), third; A. C. Spain, Bloomfield (240 yards), fourth. Time, 4:27 3-5.

Five-mile professional race (handicap)—Won by W. S. Fenn, Waterbury, Conn. (scratch); John Bedell, Lynbrook, Long Island (50 yards), second; Iver Lawson, Salt Lake City (scratch), third; F. A. McFarland, San Jose (scratch), fourth. Time, 10:43 2-5.

One mile professional race for non-winners in previous races of the day—Won by Menus Bedell, Lynbrook, Long Island; L. R. Lake, Brooklyn, second; Walter Bargdett, Buffalo, third. Time, 1:04.

Five-mile motor race—Won by Percy H. Johnson; E. R. Johnson, second. Time, 8:28 1-5.

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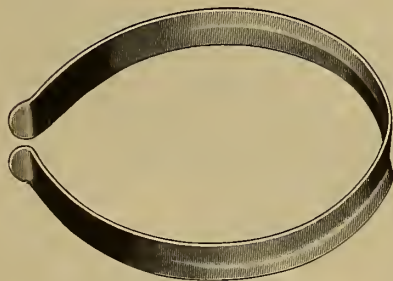
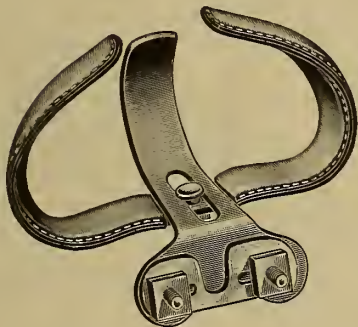
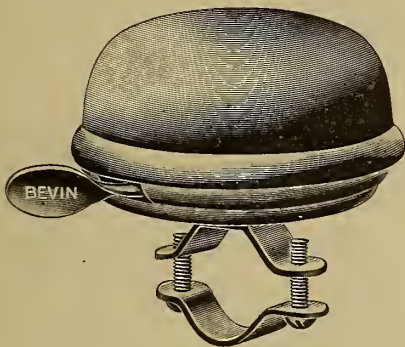
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EAST HAMPTON, CONN.

Efficiency of Single Motors.

One reason why small single cylinder engines, such as are used to propel bicycles, yield such a large proportion of efficiency, is because the maximum benefit of the heat generated is obtained, instead of being partly dissipated, through the use of water cooling appliances.

The gasoline engine is of course a heat engine, acquiring its power in direct proportion to the amount of heat generated by the combustion of a hydrocarbon. It is often thought by those who are unacquainted with the chemistry of the heat engine that the great desideratum is to keep the cylinder as cool as possible, and there have been those who advise the lifting of the exhaust when coasting in order to induce fresh air into the cylinder by the action of the piston and thus more effectually cool it; the only reason that cooling is necessary is the purely mechanical one that the working surfaces cannot be kept properly lubricated at high temperatures.

Water cooling has generally been accepted as the best method of cooling for anything but the smallest engines. And certainly it has proved very satisfactory. At the same time the fact remains that a considerable amount of the heat units of the fuel used are dissipated through the medium of pipes and radiators which might do more useful work. There appears to be a wide field for investigation in this direction, and the man who can get the greatest efficiency out of the heat generated will have accomplished a very fine performance, and have greatly added to the usefulness and economy of the internal combustion engine.

About Boring Holes.

Holes not bored straight may frequently be tapped square—that is, perpendicular to the surface of the flange, or other part, to be tapped—by proper manipulation of the taps. An intermediate tap which cuts with a few threads at the point yields to the pressure of a wrench better than a taper tap. With such a tap a hole can be started square. And the stress on the tap can be relieved by using a plug tap, or other intermediate tap with a different cutting edge, alternately. In extreme cases the hole at the full side, as the tap progresses, may require to be chipped.

To Reform French Hotels.

The Touring Club de France is indefatigable in its efforts to reform and "modernize" the inns and hotel systems. Thanks to the campaign they have inaugurated, a congress of hotelkeepers took place early this month in Paris, about 450 "mine hosts" being present. Some good work was accomplished in the way of general better accommodation for tourists. A syndicate has been started as a result of the meeting to carry out the reforms and to endeavor to persuade all the hotelkeepers in France to follow suit.

If you have not yet received a copy of The Bicycling World's twenty-fifth anniversary number it is not yet too late.

IN THE

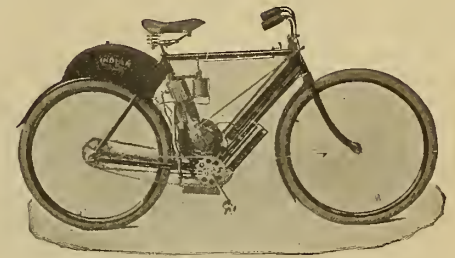
New York Motor Cycle Club's

HILL CLIMBING CONTEST,

May 30th,

THE

1 $\frac{3}{4}$ h.p. INDIAN



WON

| | | |
|-------------|---|--|
| 2nd | . | Time, .55$\frac{2}{5}$ |
| 3rd, | . | " .58$\frac{1}{5}$ |
| 4th, | . | " 1.01$\frac{1}{5}$ |
| 5th, | . | " 1.01$\frac{2}{5}$ |
| 6th, | . | " 1.02 |
| 7th, | . | " 1.05 |

Only stock machines were used, such as are in every day use and such as can be safely used on any road or any hill by any one. The power, weight and size of the INDIAN are not abnormal. In the contest the best a 5 h. p. two-cylinder machine could do was to beat the INDIAN 4 2-5 seconds, which should be enough to decide the choice of any thinking man.

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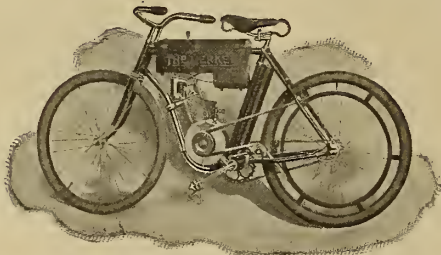
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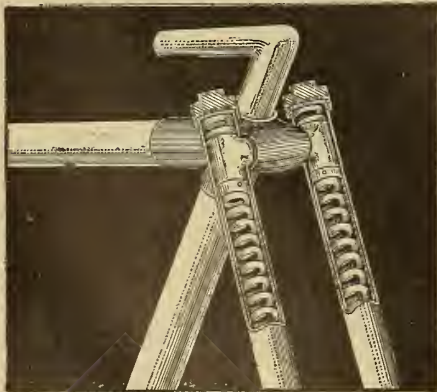
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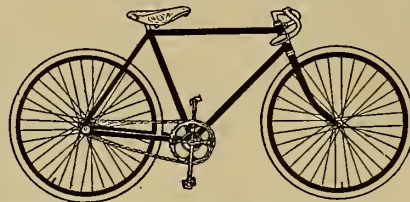
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THE GOODMAN COMPANY,

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NEW YORK.

For and Against Cotter Pins.

One objection to the old style crank that was fastened to the axle with cotter pins was that it was much weakened by the holes drilled for the pins. Time and again such cranks have broken off at the butt end, where they would be much stronger except for the holes, and where comparatively little strain comes. The same difficulty is encountered at the pedal end of the crank unless care is taken to have plenty of metal there.

It will be remembered that the Rudge-Whitworth Company, the biggest and most successful British makers, have done away entirely with cotter pins and separate cranks and axles. Instead, they follow the American plan of using a two piece construction, a method that English pressmen are fond of claiming to be a new and wonderful advance in cycle construction, utterly unheard of before Rudge-Whitworth hit upon it! Now one paper, "Cycling," has discovered that cotterless cranks are infinitely stronger,—as well as lighter than the ones with cotter pins—the sort that nine-tenths of English bicycles are still fitted with, and that the discovery of an improved quality of steel had much to do with their adoption.

"Cranks, axles and pedals come in for such serious treatment, because it is realized that

in this region there is most scope for improvement," it says, referring to some experiments conducted at the Rudge-Whitworth works.

"The discovery of a suitable grade of steel has permitted of a great change in design, cotters being dispensed with, and the axle being made in one piece with the left-hand crank, the right-hand crank being attached by a simple but ingenious method which holds the chain wheel rigid as well.

"This method has saved nearly three-quarters of a pound in weight, and that it is a mechanical improvement is demonstrated by the fact that the breaking-strain in the case of the cotterless cranks is 600 lbs., whereas cotted cranks are ruined by 450 lbs. pressure. The former recover their form when relieved of the strain, as is proved by the fact that the permanent set is less. We ourselves conducted the test for which the tensile machine is shown to be prepared. An axle, with cranks and pedals complete, was placed in position at the bottom of the instrument, one pedal resting on a metal block, the axle passing under an arched carrier, and an upward pull being applied to the other pedal by a rod which terminates in a stirrup encircling the pedal. By turning the large hand wheel the tensile strain is gradually ap-

plied and increased, whilst indicators show the strain and the deflection of the part being tested.

"We ran the strain up to 195 lbs., which was considerably more than any ordinary individual could apply on the steepest hill. The deflection was a shade over a quarter of an inch from pedal end to pedal end. We turned and turned until we were tired, and then found that we were applying a pull of 500 lbs., whilst the pedals and axles were twisted out of line by an inch and a half. Then we released the pressure, and were really astonished to find that the parts had recovered their original shape, because the permanent set was absolutely nil.

"Starting again, we had just got the pressure to 590 lbs., and a twist of $2\frac{1}{2}$ in. on the parts, when the right-hand pedal broke; it would no doubt have stood more, but we were tired of going slowly, and were running the strain up quickly. It was a remarkably good performance, and the grain of the metal at the broken part looked really well."

The practice of grinding drills for tapping holes to pass through nuts already tapped is not always a reliable one, as the nuts of commercial bolts are not infrequently larger than the standard size. In shops where drills are kept in a tool store the drills are often ground to a standard tapping gauge. In ordinary circumstances drills should be measured with a foot rule.

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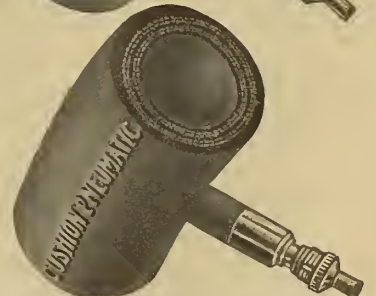
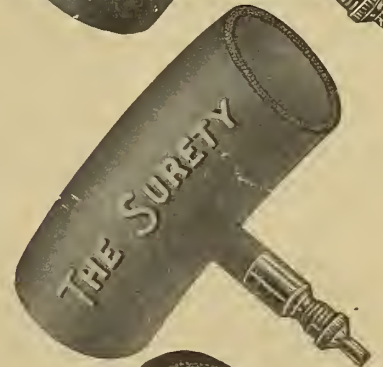
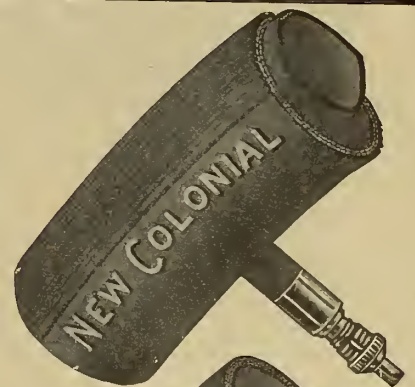
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THE POSITION of Factory Superintendent is open to a man experienced in the production of high-grade bicycles. Address F. F., care of Bicycling World, New York City, giving age, experience, salary expected and references.

WANTED—Everyone interested in motor bicycles to purchase "Motocycles and How to Manage Them." Contains 126 pages bristling with information. \$1.00 per copy. For sale by The Goodman Co., 154 Nassau St., New York City.

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Polishes, Cleans,
Prevents Rust.

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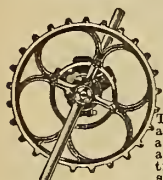
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BEST MADE



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Absolutely the BEST.
WHY?

They are Mechanically Correct, Accurately Ground, Lightest, Nearest Dust and Water Proof, Neatest in Appearance, and they are used by the best Manufacturers and ridden by the best Professionals and Amateurs of America.

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best equipments.

There is nothing that gives more value for
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**NOISELESS IN MUD, WATER OR
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Rocker Joints. Insist on having the
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CAS LAMPS, Etc.**

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THE E. H. HALL COMPANY (Incorporated),
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You all know what the diamond stands for among
precious stones. You can't well afford
not to know that

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Motor Equipment,

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HARTFORD. - CONNECTICUT.**

Our wonderful increase in the volume of business transacted
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prices. If you have not dealt with us, send a trial order and
be convinced.

THE SIDNEY B. ROBY CO.,
Jobbers of Bicycle Sundries and Supplies,
208-214 South Ave., Rochester, N. Y.

Concerned About .68 Gasolene.

British motor users are much exercised over the gasolene question, having just learned that one of the big oil companies has been supplying liquid of a greater density than the .68 that is regarded as the standard. In support of their action the concern referred to has issued a statement, in which, after advancing the assertion that the density of the oil really has little to do with the results obtained from it, they go on to sound a note of alarm, alleging that if .68 gasolene is insisted on it will soon be a matter of great difficulty to supply enough of it.

"Many motorists are apparently unaware that the specific gravity or density of a spirit is not, of itself, an invariable indication of its suitability for motor purposes," they say. "As a matter of fact, it is quite possible to have a spirit of specific gravity or density of .680, as ascertained by the hydrometer or densimeter, which shall, nevertheless, be quite useless for motor purposes.

"Provided that petroleum spirit is properly manufactured, it may safely have, in our opinion, a specific gravity as high as .715, or even .720, and give perfect satisfaction. While we have received a few complaints respecting the .720 spirit, we have found that these have, in most cases, been made by those persons who, having tested it with a hydrometer or densimeter, and found it to be of a greater density than .680, had at once concluded that the spirit must necessarily be unsuitable.

"In this connection, it is of importance for motorists to know that at the present rate of development of the motor industry it may not improbably become, in the near future, a matter of great difficulty to supply the demand for spirit if .680 specific gravity be insisted upon."

"A. B. C. of Electricity."

"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

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With millions in daily use, it has stood the test for more than five years, and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

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Are YOU on the List

for a copy of

THE MOTORCYCLE MAGAZINE

?

IF NOT,
WHY NOT?

The pictures and reading matter will prove as interesting to those who do not as to those who do ride motorcycles.

\$1.00 per Year.
10 Cents per Copy.

154 NASSAU ST., NEW YORK.

The Week's Patents.

729,129. Valve Coupling for Pneumatic Tires. Albert B. Catterall, Davenport, Iowa. Filed February 27, 1903. Serial No. 145,414. (No model.)

Claim.—1. A device of the class described comprising a valve casing, a cap or cover fitting over the valve casing and cap being provided with interior and exterior interlocking parts.

729,197. Motor Cycle Gear. Eugene Mathieu, Louvain, Belgium. Filed April 16, 1902. Serial No. 103,135. (No model.)

Claim.—1. In a motor cycle gear in combination with the motor and the cycle driving wheel, a transmitting gear consisting of a chain gear and a strap gear transmitting power to the cycle driving wheel, the tension of said strap gear being regulated by the displacement of the chain gear approximately concentrically to the motor shaft, the said chain gear and strap gear being located relatively to the motor shaft and the cycle driving wheel so that the strains exerted by said gears balance each other, a bell crank lever pivoted to the cycle frame on one arm of which the chain gear is adjustably journaled, the other arm of the bell crank being provided with a suitable handle, substantially as described and for the purpose set forth.

729,418. Handle Bar. James Robertson, Glasgow, Scotland. Filed June 30, 1902. Serial No. 113,815. (No model.)

Claim.—1. A handle for bicycles and the like, consisting of a bar having wound spirally around it a spring strip of concavo convex cross section, with the convex face outward, the ends of the spiral spring being secured to the bar, but the intermediate coils being out of contact with the bar, substantially as described.

When Gasolene was Little Used.

It seems strange to recall that gasolene was one almost a drug on the market, but such was the case. This was in the pre-motor days, before even the stationary and launch gas engine was much used.

At that time the outlet for this volatile fluid was small. Dry-cleaners took a small quantity; it was sold by chemists as a grease remover, and it was used for gasolene stoves, but the supply so far exceeded the demands that enormous stocks of it were collected. The introduction of the gas engine thus proved most welcome, and so, for some years, the accumulated stocks have been worked upon; but these are now exhausted, and the only spirit to be obtained is such as is distilled from day to day, and it would seem as if the output of .680 spirit is altogether inadequate for the demand. Asked what the relative proportions would be of the various grades of spirit obtained from a given bulk of the crude material, a chemist said he thought that at .720 the product would be about ten times in bulk that of the .680 spirit.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. *63

No Bicycle

IS OF THE

HIGHEST GRADE

WITHOUT THE

Cushion Frame.

HOW

can a bicycle be of the highest grade when it makes no provision or only half provides for the rider's comfort?

HYGIENIC WHEEL COMPANY,

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NEVER LEAK**STOPS LARGE PUNCTURES.**

This is the only fluid that can be legally used in pneumatic TIRES. Suits now pending.

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If You are Interested In Automobiles,

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It's readable,
 and you can understand what you read.

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If you ride or sell,
 or intend to ride or sell
 motor bicycles

"Motocycles and How to Manage Them"

is the very book you need.

Every page teaches a lesson. Every illustration
 "speaks a piece."

And there are 126 pages and 41 pictures, too

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The Goodman Co., 124 Tribune Bldg., New York



Through Train and Car Service in
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|-------------|---|--|
| Lv. Boston | 10.45 A.M. | 2.00 P.M. |
| Due Albany | 4.10 P.M. | 7.35 " |
| " Syracuse | 7.55 " | 11.25 " |
| " Rochester | 9.45 " | 1.15 " |
| " Buffalo | 11.40 " | |
| " Toledo | 5.55 A.M. | 8.25 " |
| " Detroit | | 3.15 P.M. |
| " Chicago | 11.50 " | |

"Chicago Special" has through Buffet Library Smoking Car and Dining Car to Syracuse and from Toledo to Chicago.

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interested in cycling who realizes the value of keeping informed
 about all that concerns it this blank will be hint enough:

THE GOODMAN COMPANY,

124 Tribune Building, New York.

Enclosed find \$2.00 for which enter my subscription
 to the BICYCLING WORLD for one year, commencing
 with the issue of.....

Name.....

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IN THE COST OF

The Best Spokes and The Next Best

IS SO SMALL THAT THERE IS NO GOOD REASON WHY ANY WHEEL SHOULD BE FITTED WITH OTHER THAN THE BEST, I. E., THE ONE BEARING THIS BRAND:

TRADE  MARK

STANDARD SPOKE & NIPPLE CO., Torrington, Conn.

THE KELLY The Standard of the World



To obtain satisfaction, not only specify it when you place your order, but resolutely refuse inferior substitutes,

KELLY HANDLE BAR CO., - Cleveland, O.

| | | | | | | | | | | |
|---------------------|---|------------|------|----------------|-------------------|-------------------|---------------|---------------------|------------------|------|
| ★ | Star | Bridgeport | Star | ★ | | | | | | |
| Star | <p>—1903—</p> <h2>B.G.I. PEDALS</h2> <p>ONCE TRIED ALWAYS USED.</p> <div data-bbox="912 1475 1161 1634" data-label="Image">  </div> <div data-bbox="1195 1475 1453 1634" data-label="Image">  </div> <p>ARE FAMOUS FOR</p> <table> <tr> <td><i>Quality</i></td> <td><i>Simplicity</i></td> </tr> <tr> <td><i>Durability</i></td> <td><i>Finish</i></td> </tr> <tr> <td><i>Easy Running</i></td> <td><i>and Style</i></td> </tr> </table> <p>Send for Complete Circular—Mailed Free.</p> <p>THE BRIDGEPORT GUN IMPLEMENT CO., 313-317 BROADWAY, NEW YORK.</p> | | | <i>Quality</i> | <i>Simplicity</i> | <i>Durability</i> | <i>Finish</i> | <i>Easy Running</i> | <i>and Style</i> | Star |
| <i>Quality</i> | <i>Simplicity</i> | | | | | | | | | |
| <i>Durability</i> | <i>Finish</i> | | | | | | | | | |
| <i>Easy Running</i> | <i>and Style</i> | | | | | | | | | |
| Bridgeport | | | | Bridgeport | | | | | | |
| Star | | | | Star | | | | | | |
| ★ | Star | Bridgeport | Star | ★ | | | | | | |

"These tires," said the department store clerk, "are now at the special price of \$1.98 for a short time. They will surely go up before the season is over." And sure enough they did "go up" before the season was half over, to the everlasting sorrow of the cyclist who thought he had bought so shrewdly.

TIRES ARE THE SHOES OF A BICYCLE. GOOD SHOES MAKE WALKING EASY. GOOD TIRES MAKE EASY AND SAFE RIDING.

HARTFORD TIRES

POSSESS MERITS THAT OTHER TIRES DO NOT HAVE.

Get out of the rut.

Put your shoulder to the wheel and lift your business out of the quagmire of cheap ways into the level road of progress by selling HARTFORD TIRES.

The path of the dealer who sells cheap tires is very troublesome and full of thorns.

You take no chances in buying or selling "HARTFORDS."

THE HARTFORD RUBBER WORKS COMPANY, HARTFORD, CONN.,
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We certainly make more tubes than any one else, but we want your business.

YOU KNOW THAT

MORGAN & WRIGHT

INNER TUBES

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GOOD TUBES.

The Superiority of M. & W. Construction Needs No Argument.

Why take the risk of accepting substitutes ?

Our tubes cost no more than any good tube.

Morgan & Wright, = 331 West Lake Street, Chicago, Illinois.
214 West 47th Street, New York City.

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, June 13, 1903.

No. 11

BEATEN ONCE MORE

New Departure Plays a Game to get Copeland Patent but is Quickly Blocked.

Developments this week of a semi-sensational nature make it appear that possession of the Copeland coasterbrake patent, over which a three years' fight was waged in the Patent Office, is of great importance to the New Departure interests.

Since their repeated defeats in Washington the next move of the New Departure Manufacturing Co. has been awaited with some interest. The hard and expensive struggle they had made to upset the patent was considered significant, and indicated that the patent in some way affected them vitally. It was not expected that they would quietly submit to the decision of the Patent Office, and the developments of the past few days proved the anticipations well founded. It cannot be denied that their move took an unlooked for turn.

It appears that the Pope Manufacturing Co., as successors to the American Bicycle Co., and who have been acting in behalf of the patent, supposed, as indeed every one else supposed, that Mr. Copeland had formally assigned the patent to the Pope interests. By some curious lapse, however, this had been overlooked, and the New Departure lawyers were first to discover it.

New Departure emissaries immediately got in touch with Mr. Copeland. They did not at once approach the old gentleman himself, but certain New Departure employes contrived to secure introductions to his relatives and by playing on them they hoped to influence the inventor himself. The upshot of it all was that the New Departure people offered him \$25,000 in cash if he would assign the patent to them.

It happens, however, that J. S. Copeland, the man most concerned, had been identified with the original Pope Manufacturing Co. since its inception. Many of the most notable Columbia features are the creations of his brain, and, though he is not now connected with the company and despite the large sum so temptingly held out to him, his

loyalty and scruples were too great to be overcome.

Realizing that his failure to assign the patent was an oversight, he refused the New Departure offer, and on Wednesday last duly executed the delayed assignment to the Pope Manufacturing Co., thus settling the matter and giving the New Departure one more setback.

Will Revise Registry.

Although the preliminary registry of bicycles, tires and other sundries issued by the National Cycle Trade Association contains 283 titles, it is realized that it is incomplete and a revision is in process. As the compilation will prevent the use of duplicate titles the officials are anxious to secure the names of anything in the nature of bicycles or bicycle supplies used or claimed by any one in order that the revised list may properly fulfil its mission.

Receivers' Term Extended.

On Tuesday the United States Circuit Courts issued interlocutory decrees extending for a period of three months the receivership of the American Cycle Mfg. Co. This brings to light that the Pope Mfg. Co., while dominating that company, is not yet in formal possession, title only to the American Bicycle Co., and not the subsidiary concern, having passed to the Pope people.

Morrow for Motorcycles.

In addition to the new Morrow for motorless wheels, the Eclipse Machine Co. is now producing a special Morrow for use on motor bicycles. It, of course, incorporates the same general ideas as the regular coaster brake, but is made stronger and heavier to meet the heavier work required of it.

Fire That Might Have Been Worse.

Fire on Sunday last in the jobbing house of William Read & Sons, Boston, inflicted damage to the value of \$8,500. By good fortune the firemen were able to reach and remove a stock of gunpowder stored in the building, and thereby averted a serious disaster.

Calls for 15 per Cent More.

The Pope Mfg. Co. has called for a second payment of 15 per cent from the underwriting syndicate. This brings the total called for to 65 per cent.

LIGHT ON DAY

Receivers Appointed and Court Will Pass on Bankruptcy Petition This Week.

Fred W. Colson, who was connected with the company, and Allen W. MacNabb have been appointed receivers of the Day Mfg. Co., Buffalo, and both have executed bonds and qualified for the positions. The subpoena on the bankruptcy petition was returnable on Saturday last, but it was not ready, and the court granted additional time; it will be considered before the close of the present week.

The report that the liabilities of the concern are about \$140,000 is confirmed. The quick assets of the bankrupt are generously estimated by his attorney to be \$100,000, a figure that does not include the plant, but that is supposed to represent the accounts receivable and the stock on hand. It is not likely, however, that any of the creditors will build their hopes high on the strength of such an estimate. The Day attorney is also satisfied that there is no truth in the statement that money has been taken from the treasury of the company and forwarded to G. Frank Fries. Fries, it now appears, went to Europe not only for "his health," but to sell bicycles abroad, and one report attributes the failure to his "overambition."

Bearing on the failure, the Bicycling World's Buffalo correspondent writes:

"Pending the bankruptcy proceedings, efforts are being made to secure an adjustment of accounts and an arrangement for extension of credit which will enable the company to sell its stock to the best advantage. There seems to be some chance of these efforts being successful. If they are not successful, then the company will probably file a petition in voluntary bankruptcy or else dissolution proceedings under the State law will be taken, as the present proceeding in involuntary bankruptcy can probably not be maintained. The company is practically insolvent, but we cannot ascertain that it has committed any act of bankruptcy."

OLD GAME IN NEW GUISE

Advertising Man With Stock of "Bargains" Wants to Unload—Who's Behind Him?

Who wants a lot of "gents' and ladies' high grade bicycles" at fire sale prices? Speak quickly, before they are all gone, and send on your money, "sight unseen," or you won't get them. The opportunity is a rare one, and it is presented to only one dealer in a town.

A certain "general advertising agent" located in a Western city has the machines, and to turn them into coin of the realm he is taking the unusual course of circularizing dealers and submitting to them his offer. The latter, which is novel at least, is contained in the following alluringly worded letter:

"I have a lot of gents' and ladies' high grade bicycles, which I took in exchange for newspaper advertising, and I want to turn them into money within the next ten days. To do this I am willing to put a price on them of about one-half the manufacturer's lowest wholesale price.

"The bicycles are strictly high grade new 1903 models, made by the biggest and best maker in this country; they are wheels that are retailing everywhere at \$20 to \$30. The gents' wheels come in 22 or 24 inch frame, the ladies' in 22-inch frame; they are all made of the highest grade, seamless tubing, one piece hanger, flush joints, expander seat post and handle bar, nickelled arch crown, high grade nickel plated barrel hubs. They are equipped complete with regular \$4 high grade single tube pneumatic tires, extra high grade ball bearing pedals, regular 75 cent adjustable handle bars with leather covered grips, extra quality tan leather padded saddles. They are enamelled in black or maroon, neatly striped; they are covered by the manufacturer's binding guarantee, and are, in short, a much higher grade of bicycle and equipment than wheels that are being wholesaled generally at \$15 to \$18.

"To close these bicycles out at once I will make you the following special offer, an offer I am mailing to a number of bicycle dealers (only one in a town). I will furnish you these bicycles (gents' style), fully equipped and exactly as described, in lots of not less than three at \$8.75 each. Ladies' bicycles, complete with drop curved frame, dress and mud guard, \$1 extra each.

"If you care to take advantage of this offer you should send me your order at once. The order must be accompanied by cash in full, either bank draft on New-York or Chicago, or postoffice or express money order. If your order is received within ten days the bicycles will be shipped to you promptly, with the understanding that if they are not perfectly satisfactory when received you can return them to me at my expense and I will return your money.

"As to my reliability, I can refer you to the Illinois Trust and Savings Bank, of this city; Dunn or Bradstreet's commercial agency, or to any large newspaper or magazine published.

"My business is placing newspaper advertising and not selling bicycles. I have a quantity of wheels to dispose of which were taken in exchange for advertising, and if you wish to take advantage of the opportunity during the next ten days you can get as many as you want at about one-half the price the manufacturer gets for the exact same wheels. Understand, I can make no change in the equipment, price or terms, and will accept no order for less than three bicycles. I only have this one lot to dispose of; they must be ordered exactly as they are, cash must accompany the order, and the order must be received within the next ten days. If all the wheels are sold before I receive your order I will immediately return your money.

"I have no time to go into any correspondence, open any accounts, and have no facilities for making any changes. I simply tell you the facts, make a price that I know will move them, and give you the opportunity of buying as many as you want."

It would be interesting to know what concern did such a quantity of advertising and settled for it in bicycles. Like bicycles "seized for storage" that one concern sells the bona fides of these "advertising" machines is open to question.

Spill at Atlantic City.

Three amateur riders were thrown on the seven-lap board track at the Bicycle Coliseum at Atlantic City last Saturday afternoon and received numerous body bruises and cuts. W. Evans, colored, in the five-mile handicap, struck the rear wheel of E. Droomfield as they entered the uptown turn, and the latter was thrown and rolled a dozen feet. Evans was sent flying in the air a distance of fifteen feet, making a double somersault in his descent. Henry Wagner, of New York, crashed into the fallen men and also fell. No bones were broken.

Robert Brady, 50 yards, won the race in 11 minutes 6 seconds; Charles Van Doran, scratch, was second, and Richard Hemphill third.

One mile open—Won by Brady; Fred King, New York, second; Charles Van Doran, third. Time, 4:34.

One mile novice—Won by Howard Young; D. B. Evans, second. Time, 2:42.

The Retail Record.

Metropolis, Ill.—Fred E. Curtis sold out.

Chapel Hill, N. C.—P. C. Wilson, new shop.

Olean, N. Y.—Close Bros. burned out; damage, \$4,000.

Adams, Mass.—Gustav Schoolzel buys out E. Van Dyck.

Reynolds Bridge, Conn.—Thomas H. Bailey buys out Andrew Carlson.

WYMAN HALF-WAY ACROSS

Reaches Omaha After Hard Struggle in Mud—Does 114 Miles in one Day.

George A. Wyman's cross-continent journey on a motor bicycle, which he is making under the auspices of The Motorcycle Magazine, is about half completed. He reached Omaha, Neb., on Thursday evening, 11th inst., twenty-four days out from San Francisco, and rested there over Friday evening, overhauling his machine and replacing the rear tire, which had worn out.

The continuance of vile weather and vile roads have not served to lighten his task, and but for the uncomfortable but firm travel afforded by the railroad roadbed, which has so often proved his salvation, the journey under existing weather conditions would have proved impossible. Several weeks of rain have converted the roads into quagmires, and after leaving Laramie, Wyo., on the 4th, and getting out of the mountains, where a saturated and slipping belt gave him trouble, he was actually mired in the mud. Riding was out of the question, and trundling only served to clog the wheels so they would not turn. He dug the mud out of them every ten feet, and after doing this and covering but a half mile in two hours, his strength gave out and he sought help. The rain was coming down in torrents, and there was not a house, tree or sign of shelter in sight. Leaving the machine stuck in the mud, he walked two miles before locating a farmhouse. The owner proved the possessor of a warm heart. He hitched up a team, drove back over the road, found the bicycle and brought it in.

"If he had not done so," writes Wyman, "it probably would have remained in the mud a week or until the sun dried the road; it was absolutely impossible to budge it."

The kindly farmer was R. C. Schrader, of Islay Station, Wyo., and he proved himself a friend indeed. He helped Wyman clean his motor bicycle—it took an hour to make the motor work—dried his clothes for him and placed a substantial meal before him—Wyman had been unable to obtain a meal since early morning—and then drove him to the railroad tracks, a quarter of a mile distant, where the cross-continent tourist resumed his crosstie travel to Cheyenne, twenty miles away, which place he reached at 10:30 o'clock that night.

"Mr. Schrader refused to accept a penny in return for all that he did for me," says Wyman. "He certainly is a 'white man,' if ever there was one."

At Cheyenne Wyman had trouble obtaining lodging for the night. The rain and mud had not improved his appearance, and the hotel keepers evidently considered him a suspicious character. It rained so hard and continuously on the 5th that Wyman remained in Cheyenne all day, whiling the time away by thoroughly overhauling the

machine. It was sprinkling when he left the next day, bumping over the railroad ties, the roads being deep in mud. He reached Egbert at noon and had hardly left that place when the floodgates of heaven again opened. He sought shelter and remained there for three hours. At 4:40 he reached and crossed into Nebraska at Pine Bluffs, after a narrow escape from being killed by a freight train; he saved himself only by throwing himself over a four-foot embankment. He reached Kimball, Neb., that night and was given more or less comforting assurance that the roads to Omaha were fine—in dry weather.

From Kimball to Sidney he did find good roads, and made good time; then the rain came down and the roads became worse, forcing him again to the crossties. Nevertheless and despite the fact that his motor went wrong, requiring him to pedal fifteen miles, he reached Ogallala, 114 miles—the best day's travel since leaving Frisco. He arrived at Maxwell, seventy miles, on the 8th, and Kearney, eighty-five miles, on the 9th, rain and mud still pursuing him. At Lexington, where he remained under cover for several hours, he met J. S. Bancroft, who conducts a bicycle store, and is also a motor bicyclist. He kindly placed his shop at Wyman's disposal, while the traveller replaced several broken spokes and made other small repairs. Wyman has had several bad falls, one of which smashed his cyclometer and another his watch.

Important Speed Point Raised.

Two motor bicycle riders had the fortune to be the first ones in New York City to evoke a court decision under the terms of the new Bailey law, made for automobilists, whether that law applies to motor bicycle users or not. In the case in point it seemed to be taken for granted by policemen, prisoners, their counsel and the court that the law does apply to motor bicycles. At any rate, these particular motor cyclists are not apt to contest this point, for they were discharged under the Bailey law, and that was enough for them.

The decision was rendered on Wednesday morning by Justices Mayer, Wyatt and Olmstead, sitting in Special Sessions. Gustave Lippman and Adolph Jaeger, of the Greenwich Wheelmen, were the defendants; and Clarence K. Maguire, of the same club, was their attorney. Lippman and Jaeger were arrested on May 17 in 189th street, near Jerome avenue, by Bicycle Policemen Donahue and Kiely. The police have a measured stretch there of 264 feet, or one-twentieth of a mile, and it was charged that Jaeger and Lippman rode over it in twelve seconds, which is at the rate of just fifteen miles an hour. Their case came up for trial on May 28, and Counsellor Maguire contended that the portion of the city where the men were riding is not a "built up" section within the meaning of the law; that the houses are one hundred feet apart there, and that under the Bailey law they were entitled to a speed of fifteen miles an hour in such districts. The court took the case under consideration, reserving decision until Wednesday, and then declared in favor of the defendants.

WILL TURN AT WORCESTER

Route of Motorcycle Endurance Run Shortened and Rules Revised—Cause of Change.

Because the hotelkeepers of Palmer, Mass., deem themselves unequal to the task of providing for both a Fourth of July crowd and the participants in and officials of a motor bicycle endurance run, the committee in charge of the event promoted jointly by the Metropole Cycling Club and the New York Motor Cycle Club, has been compelled to radically alter the route and the programme.

As any arrangement with Boston as the pivot other than that originally outlined would necessitate at least a one day run that would cause the event to result in a "man killing" or lawbreaking scorch, Boston has been reluctantly eliminated from consideration and Worcester made the turning point, New York to Worcester and return being the route as revised.

This change materially shortens the distance to be covered, and also shifts the location of the night controls. On the first day, July 3, the run will be from New York to Springfield, 145 miles; on the Fourth from Springfield to Worcester, where the turn will be made and the route retraced to Hartford, 130 miles; on the 5th, Hartford to New York, 121 miles, will be, of course, the schedule.

By using Worcester instead of Boston as a terminal the distance is reduced seventy-eight miles, and the nights will be spent not in Palmer, but in large cities where no doubts about accommodations exist. The tasks allotted the competitors is thus lightened somewhat and more time for rest or sleep given them, the starting time each morning having been made an hour later than was originally proposed. Because of the wide latitude allowed contestants some fear has existed that the affair might degenerate into a race, and to remove this fear and to dampen any such tendency the rules have been so amended as to require that the time of arrival at all checking points shall be recorded, and these times will enter into consideration when the awards are made; as an additional preventive the times of arrivals at night controls will be taken not only at the flags, but also at a point some distance removed therefrom and known only to the officials. This will render impossible the laughable spectacle of a lot of competitors racing for the controls and then dismounting within sight of the finishing line and there remaining until their respective scheduled times, of which they are ahead, have elapsed.

The rule requiring that all repairs be made on the road, and that machines be kept under lock and key each night, is retained.

The rules affected by the change of programme are as follows:

The contest will start at 6 a. m. of July 3 from Seventh avenue and 110th street, New York, and run to Springfield, Mass., for the first day. On July 4 the start will be made at 6 a. m. from the Springfield control and the run made to Worcester and back to Hartford, Conn. On July 5 the start will be made from the Hartford control at 6 a. m., and the finish will be at the starting point

in New York. Starts will be made in fives at one-half minute intervals.

All contestants must report at the start at 5 a. m. of July 3.

The schedules for each contestant will be figured on the basis of a fast schedule of fifteen miles an hour for both classes, and a slow schedule of twelve miles per hour for Class B and ten miles an hour for Class A. There will be allowed on these schedules one and a quarter hours for meals. Each contestant will be furnished with these printed schedules for each day, numbered to correspond with entry number. On these schedules will be a list of prominent towns en route, with progressive mileage and comparative times, fast and slow, for convenience of rider in checking his pace. All schedules will be based on starting at the official time of 6 a. m., irrespective of actual time of starting. Failure to start as per number will not alter schedule nor cause allowances of any sort to be made. It is incumbent on competitors to be ready at the times fixed. Checkers will be located in Bridgeport, New Haven, Hartford, Springfield, and at the turning point at Worcester, in addition to night controls. It will be the duty of these checkers to see that each contestant signs his name opposite his number on the sheets provided for this purpose. It is imperative that contestants stop for this signature and that checkers insert the exact time of each arrival.

The location of checking points will be denoted by a green flag at the side of the road and about ten feet above same. Night controls will be marked by same color flags on both sides of the road.

Awards will be made on the point system, based on the times of arrival at the three night controls. There shall be debit points provided for exceeding the fast schedules and for delays on the slow schedules. These shall be as follows: If the maximum (fast) schedule is exceeded at any night control the rider shall be cautioned by the official in charge. Three such cautions shall disqualify. On each of the two cautions allowed a leeway of ten minutes will be granted. For each minute over the ten there shall be a penalty of two points. Any contestant arriving at any control behind his minimum (slow) schedule will be penalized one point for each minute he is tardy; on this schedule also a leeway of ten minutes will be permitted. On this basis of award a perfect score for the first day shall be 365 points, for the second day 335 points, for the third day 330 points, making a total of 1,000 points.

Racing for controls and then waiting for scheduled times to expire before actually crossing the finishing line will be at the risk of the competitor.

At each night control the referee, chairman and timer shall, not less than one hour nor more than one and one-quarter hours before the first contestant is due, determine upon a point outside the controls at which, in addition to the control timing, the time of the passing of each contestant will be noted. The distance shall be measured by cyclometer, and the differences in the "outside" times and the control times figured on a basis of eight miles an hour. If deemed necessary to prevent racing at the finishes each night, the referee may rope off a "lane," four feet wide and one hundred feet long, in which contestants shall finish. The referee shall take a position at the entrances of these "lanes" for the purpose of deciding claims for fouls. Any protest for fouling at these points must be accompanied by a fee of \$5, which will be retained by the promoters if protest is not allowed.

Entries close June 27 with E. L. Ferguson, chairman, The Norwood, Seventh-ave, and 126th street, New York City.

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NEW YORK, JUNE 13, 1903.

"The Bicycling World's editorial of last week, 'Proud of the Price,' is worthy of the highest commendation. The doctrine of high price with an equivalent value is what we want to preach from Saturday night to Kingdom Come. It is business for the manufacturer, the dealer, the advertising mediums and, best of all, satisfaction for the buyers." —(Robert L. Winkley.

Reign of the Reasonable.

An unprejudiced observer must, after examining the present day bicycle, come to the conclusion that the end of fads and fancies has really come. Extremes such as were formerly inseparable from almost every machine are now almost non-existent, save on special machines intended for racing, scorching, etc.

Moderation rules in almost all things pertaining to the bicycle. Gone are both the featherweights and the heavyweights. In place of them machines at or about twenty-five pounds are found, and they answer the requirements of the great mass of riders as nothing else ever did or could. Excessively

high frames have had their day, no less than very low ones. Crank hangers are no longer dropped until the pedals scarcely clear the ground, nor are they raised to such a height that the mounting of a machine is a matter of difficulty. Heads are neither short nor long; tubing indicates a like steering between the big and the little; hubs are a cross between the spindle shapes of the early 90's and the huge barrels of a few years later. Handle bars neither require the rider to stretch to reach them nor cramp him when catching hold of the grips. The list might be continued almost indefinitely. But enough has been touched upon to show that comfort and convenience, rather than bizarre effects, are what nearly every designer now sets up as his standard.

Who will gainsay that the cycling world is a gainer thereby? We may lose something in picturesqueness, talking points may be relegated to the rear, change—as the word was formerly understood—may be but little in evidence. But the machine has certainly gained in appearance, just as its riders have under them mounts that are much better suited to them than anything before used.

Danger in All Manly Sport.

Considerable comment on the dangerous character of motor paced racing has been provoked from the daily papers, by the fatal accident to Harry Elkes on May 30, and there has been some cry against it, although it is to be admitted that the outcry has been far less than was expected—probably because the calamity howlers on the editorial perches are busy framing up new denunciations for the automobile.

From the days of ancient Greece the fact that a sport was dangerous never has been a reason for its being tabooed. The danger element is reason for precaution, and that is all. There are fatalities in connection with hunting, yachting, riding to hounds and other sports considered highly genteel. Fatal accidents occur in the course of all manly sports. There are many forms of competition in which the death roll is larger than it is in motor pace following, and to be consistent those who demur at paced racing in its present form should cry out for the abandonment of these other sports.

It was only a couple of weeks ago that a jockey was killed on the steeplechase course at Morris Park. This style of horse racing claims a few deaths every season. The number of jockeys killed on the track exceeds that of the cyclists. Let the conservatives call for the abolition of steeplechasing, It

will help them pass time, if nothing more. Then there is football. We all are familiar with the annual list of cripples and corpses charged up to that grand game, and we have had the yearly howl from the anti-strenuous to stop the game. Baseball, too, piles up a big record of fractures and dislocations, and occasionally something more serious. Even the golf links come in for a share of the charge against dangerous sports. Golf balls are hard driven, and now and then they will fly wild; kleecks in unskilled hands are dangerous also, and there have been a number of stories of eyes put out and heads laid open furnished by the links. Polo has a death roll that is very large in proportion to the popularity of the game. As for yachting and swimming, the list of deaths by drowning every year exceeds that made up by all other sports together.

The sports that contain no element of danger, such as checkers and puss in the corner, are not the sort that attract stalwart Young America. They do not attract their thousands and tens of thousands of spectators to the scene of contest, as do horse racing, baseball, football, cycling and pugilism. They do not attract the public, and they do not attract competitors. By young blood and brawn and athletic ambition something strenuous is demanded, and the strenuous is always dangerous.

The men and boys who engage in the strenuous sports know well what danger there is. The public that goes to look on knows it. The hazard is accepted as part of the game, just as it often is in the performance of everyday duty by the fireman, sailor, diver, house builder, steeple climber, locomotive engineer and in a score of other pursuits born of the struggle for existence. The danger is not courted by the competitors in sports, but is recognized, and is not avoided. Either because of their being well paid for the risk, or because their hearts are set on achieving supremacy, often because of both, they embrace the danger with the contest, knowing that the danger cannot be eliminated. To cut out the danger from our field sports would be to emasculate them. Better let us tie up our heads in bandanas and stick to the tittledewinks at home.

In proportion as a contest is dangerous so is the glory of victory, and the more arduous and dangerous the struggle the greater attraction it is to the public. In professional sport the men who take big risks are well paid. They know that they take chances, these followers of motor pace, but it is part

of the deal through which they get more for an hour's work than they could in any mercantile pursuit.

There is no such thing in possibility as making outdoor sport safe. It must be strenuous, and therefore dangerous. It is so, it always has been so, and, please the gods that preside over muscle and vim and pluck, it always will be so, else we become a race of namby pambies with white livers and water in our veins.

Let us have all the safeguards about outdoor sports that are reasonable and possible without emasculating them, but let us have no more cry about prohibiting a sport every time some one gets hurt. "Please, your honor, we want none of this."

Luck or Skill?

That "troubles never come singly" is borne out by the experience of many riders in the matter of punctures. One may go through a whole season without a mishap of this character, and then start in the next season with puncture after puncture.

Frequently to boast of immunity is to invite disaster, or so it seems. Time and again we have known declarations of the sort to be followed by swift retribution. One rider who assured us that he scarcely knew what a puncture was, having met with none on the road for several seasons, picked up a nail a couple of days later, and had to train home, having no repair outfit; while he suffered additional punctures on each of the two following weeks, making three in all. He confessed his utter inability to explain the run of bad luck, and could only hope that it was at an end.

The matter of punctures has been much discussed in the past, but no one has ever been able to give a satisfactory explanation of them. Some riders assert that it is purely a matter of chance, or even of luck, that one man can ride over jagged stones or on glass or thorn covered roads and escape puncture, while a companion will suffer them. Others contend that it is almost entirely a matter of careful and skilful riding. The man who is practically immune from wheel breakage will seldom be a sufferer from punctures, they say.

It must be admitted that there is an abundance of data to support both theories. That a sharp stone or pointed object will penetrate a tire with which it comes in contact is indubitable. But beyond that we cannot go. Care and skill may save a rider from puncture, and yet he may suffer frequently, while a reckless rider deliberately invites

trouble and escapes it. Even when a nail is picked up the same element of chance is found. It may enter the tire, going straight to the air tube and inflicting a wound, or it may be deflected from its course and miss a vital point. No amount of skill will avail to control an occurrence of this sort.

Two Kinds of Selling.

When a customer goes into a store to make a purchase it frequently happens that he is all at sea as to the particular brand of article he wants. In such case he takes one of two courses: He depends on the salesman's judgment, or of several kinds shown him he recognizes one that he has heard of or seen advertised, and grasps it as a dying man does a straw. From the complete bicycle to the lamp or bell it is the same. A good salesman can satisfy him with the article he desires to sell, in the absence of any preference on the purchaser's part; and it pays to commend the article, stating just why it is better than the others shown, for then the customer goes away feeling sure that he has not made a mistake. An indifferent salesman may manage to make the sale, and some dealers will reason that he has been just as efficient as the clever one. But he has not, for he has succeeded neither in convincing the buyer of the excellence of the goods nor in arousing interest in himself; and when another purchase is to be made the rider is very likely to go somewhere else where he will not be treated indifferently. Personality counts nowhere more than in selling goods. Yet this fact is frequently lost sight of.

Clubs and Cycling.

One phase of the complex cycling life of a few years ago that has shown only slight indications of a revival is the riding clubs. Where they formerly flourished as the green bay tree, the active ones are now to be counted without going beyond two figures. A much larger number still retain both a name and an existence; but such of them as have not become to all intents and purposes social organizations are now but little more than a name—a shell, a slight pressure upon which would reveal the void within. It is, perhaps, too much to even hope that these organizations can be imbued with life again, or that club life can ever again assume the proportions that once marked it. But there can be an improvement, and any betterment that takes place—such as has undoubtedly marked the present season—must be accompanied by a springing up of new clubs or a

reinvigoration of old ones. Some of the former have already appeared. That there should be more is earnestly to be desired.

Can be Done Again.

Between the famous financier who cried, "The public be damned!" and the host of latter day merchants who spend thousands upon thousands of dollars in bidding for the good will of that same public through advertising, there is a wide gulf. There was a time when the bicycle trade was in the very forefront of the latter movement. The press of the day, the local bill boards, the very rocks and fences, teemed with attractive and attention compelling encomiums of the people's favorite pastime. Makers vied with each other in producing new and startling announcements, and the vein thus industriously worked yielded rich returns. It can be made to do so again, and by the same methods that proved so efficacious in the last decade. The beginning is the most difficult part, but it once made, the results will astonish even the most sanguine.

Ravages of Sea Air.

Sea air and salt water have anything but a beneficial effect on cycles, especially on the nickle work. To be quite frank, they play hob with the latter. Yet who that uses a bicycle would spend any time at the seashore without it? Nowhere are the benefits conferred by its use greater or more generally recognized, and that fact accounts for the large number of machines seen at all the resorts. A little care given to the machines would, however, go far toward rendering the air and water harmless, and the machine when brought back to town would be much better appearing.

It would take a pretty inveterate grumbler to harbor a grievance against the weather that has been vouchsafed to us this spring. Jeremiah himself could scarcely find ground for the launching of one of his denunciations. Consequently the dealer who has not made hay must confess that there is something the matter with his methods. It certainly has not been for want of sun.

When a wheel buckles it will usually be found that the rim is liable to give trouble again. Careful trueing may remedy matters, but even then it is a foregone conclusion that the first shock or hard jolt the wheel gets will cause the rim to get out of round again. A rim that has done this several times had better be thrown away.

COX WINS THE COAST

Proves That Training Tells—Metropole Contest Throws Light on Disputed Points.

That "practice makes perfect" in even such an apparently simple and effortless performance as gliding downhill on a bicycle was abundantly proven in the Metropole Cycling Club's second annual coasting contest on Lafayette Boulevard, this city, on Saturday last.

Two clubmates, W. J. Cox and Paul Soderstrom, Unity C. C., set themselves to win the event, and, due to faithful training, they finished first and second, respectively. They practised every evening for two weeks on the hill to learn the most favorable position, the proper adjustment of bearings, the proper inflation of tires and other little tricks that count, and as a result when it came to the test, although Cox used a fixed gear and Soderstrom a coaster brake, no other competitor could approach their performances. Those who came nearest to them were also men who had done some training, and two or three youngsters whom Cox coached for a few evenings likewise finished well to the fore.

Another point effectually settled by the contest is that the gear, fixed or free, is of small moment in coasting; that the coaster brake does not set up added friction, as some have maintained. Last year a coaster brake won and a fixed gear was second; this time the positions were reversed. That the weight of the wheel or the rider is a factor in coasting is now also exploded fiction. In 1902 a rider weighing 152 pounds won and a 225-pounder was second; this year the winner weighed 147 pounds and the 225-pounder finished twelfth. A seventy-three pound boy finished twenty-first, and a believer in the weight theory, whose trick escaped detection at the time, but who is known, filled the frame of his bicycle with shot, but could not finish further front than fifty-fourth.

Four high grade bicycles, a Columbia, a National, a Racycle and a Yale, constituted the chief prizes. The four men who qualified for these awards in the grand preliminary were required to compete in pairs in a final heat, the result of which determined the selection of prizes. They finished as follows:

| | Feet. | Inches. |
|-------------------------|-------|---------|
| 1. William J. Cox..... | 3,123 | 2 |
| 2. Paul Soderstrom..... | 3,108 | 11 |
| 3. C. S. Dixon..... | 2,981 | 6 |
| 4. F. H. Fulton..... | 2,979 | 11 |

In the preliminary each of the quartet had coasted greater distances, but a gently opposing wind which had sprung up affected their performances in their respective heats; this wind affected also all the men who coasted toward the end of the contest. But the four leaders abundantly proved their superiority by far surpassing all of these men. The performances of the leaders were consistent. The finals altered only the position of Fulton. In the preliminary he beat out Dixon; in the final Dixon turned the

tables by the narrowest of margins. The two came down the long hill—it is 2,349 feet long—like rockets, with not a yard separating them, Dixon in front. Up the gentle rise which marked the finish Fulton crept up as if in a hard fought race, and it seemed as if he would get in front. Gradually slackening, they balanced themselves as long as possible, Fulton, who came down from Elmira to show the quality of the new Morrow coaster brake, being the best balancer and gaining ground by the quarter inch. When he toppled over, one foot on the

ground, the measurer's plumb bob and tape line showed that he had made up all but seventeen inches.

The men being started in pairs, there were several finishes of the sort during the afternoon. In a number of instances the men passed and repassed each other before coming to a stop, the hill being of a nature that permitted it. At the start it has a grade of 3 per cent; half way down it is 1 per cent, this gentle declivity dropping sharply to 4 per cent. These grades also made possible some remarkable runaways. Some of the

Result of the Preliminaries.

| | Distance coasted. | Rider's weight. | Bicycle and coasterbrake. |
|--|-------------------|-----------------|---------------------------|
| 1. Wm. J. Cox, Unity C. C., New York.... | 3,309.8 | 147 | Columbia—Fixed gear. |
| 2. Paul Soderstrom, Unity C. C..... | 3,286.1 | 155 | Crunden—A. B. C. |
| 3. F. H. Fulton, Elmira, N. Y..... | 3,263.10 | 159 | Eclipse—Morrow. |
| 4. C. S. Dixon, New York..... | 3,224.00 | 160 | Tribune—Fixed gear. |
| 5. Ralph D. Webster, Elmira, N. Y..... | 3,208.00 | 185 | Dayton—Morrow. |
| 6. Clayton Cox, New York..... | 3,171.00 | 130 | Sherman—A. B. C. |
| 7. H. S. R. Smith, C. R. C. A..... | 3,158.2 | 145 | Special—Fixed gear. |
| 8. Chas. Veitch, New York..... | 3,155.3 | 140 | Tribune—Fixed gear. |
| 9. C. H. Smith, New York..... | 3,143.00 | 125 | Rambler—Fixed gear. |
| 10. Alb. Stutzman, Brooklyn..... | 3,096.00 | 180 | Racyle—Morrow. |
| 11. M. M. Wheeler, New York..... | 3,066.8 | 100 | Stearns—Fixed gear. |
| 12. E. J. Dixon, New York..... | 3,063.11 | 225 | Eclipse—Morrow. |
| 13. J. A. Wheeler, New York..... | 3,062.8 | 140 | Stearns—A. B. C. |
| 14. Roger Mason, Brooklyn..... | 3,059.9 | 140 | Columbia—A. B. C. |
| 15. F. D. Eichbauer, Brooklyn..... | 3,047.00 | 118 | Racyle—Morrow. |
| 16. E. C. Stoddard, New York..... | 3,046.8 | 155 | Racyle—Cinch. |
| 17. S. C. Everett, Calumet C..... | 3,040.00 | 152 | Columbia—A. B. C. |
| 18. J. B. Dixon, New York..... | 3,022.6 | 135 | Barnes—Fixed gear. |
| 19. D. D. Adee, Brooklyn..... | 3,011.00 | 138 | Special—New Departure. |
| 20. Edw. Cox, New York..... | 3,003.4 | 165 | Spalding—A. B. C. |
| 21. Arthur H. Schwalbach, Brooklyn..... | 2,991.00 | 73 | Racyle—Morrow. |
| 22. R. G. Betts, Metropole C. C..... | 2,990.2 | 130 | Racyle—Cinch. |
| 23. J. F. Lange, New York..... | 2,985.6 | 165 | Lange—Thor. |
| 24. L. A. Haviland, Brooklyn..... | 2,979.4 | 130 | Racyle—Morrow. |
| 25. M. H. Affleck, Yonkers..... | 2,967.6 | 150 | Columbia—A. B. C. |
| 26. Robt. R. Miller, New York..... | 2,966.11 | 140 | Columbia—A. B. C. |
| 27. C. E. Fitschen, Prospect W., N. Y..... | 2,939.10 | 165 | Powers—Fixed gear. |
| 28. C. A. Shedd, New York..... | 2,924.00 | 190 | Yale—Barwest. |
| 29. Adolph Klein, C. R. C. A..... | 2,918.00 | 108 | Tribune—Fixed gear. |
| 30. R. A. Van Dyke, C. R. C. A..... | 2,909.2 | 150 | Special—Fixed gear. |
| 31. L. F. Clairmonte, Yonkers..... | 2,897.00 | 130 | Pierce—Corbin. |
| 32. Wm. Wilkins, New York..... | 2,893.5 | 126 | Special—Fixed gear. |
| 33. J. D. Fischer, New York..... | 2,893.3 | 138 | Vedette—A. B. C. |
| 34. Chas. Nerent, C. R. C. A..... | 2,885.10 | 150 | Pierce—Fixed gear. |
| 35. W. F. Clasen, New York..... | 2,882.2 | 145 | Columbia—Fixed gear. |
| 36. H. Hollister, New York..... | 2,875.9 | 140 | National—Morrow. |
| 37. E. W. Wyatt, Brooklyn..... | 2,872.5 | 145 | Tribune—Corbin. |
| 38. E. A. Quick, Yonkers..... | 2,870.6 | 145 | Columbia—A. B. C. |
| 39. C. Rehman, New York..... | 2,869.10 | 117 | Columbia—Fixed gear. |
| 40. A. N. Jervis, Metropole C. C..... | 2,860.2 | 165 | Racyle—Morrow. |
| 41. D. M. Adee, C. R. C. A..... | 2,857.8 | 140 | Special—New Departure. |
| 42. F. Gilson, New York..... | 2,852.8 | 150 | Pierce—Fixed gear. |
| 43. C. A. Adee, Brooklyn..... | 2,852.4 | 92 | Special—New Departure. |
| 44. P. Wollenschlager, C. R. C. A..... | 2,852.2 | 118 | Johnson—Fixed gear. |
| 45. H. W. Coyte, New York..... | 2,850.4 | 142 | Dayton—Fixed gear. |
| 46. Fred. Waller, New York..... | 2,850.1 | 165 | Peerless—Fixed gear. |
| 47. C. H. Thompson, Jr., Brooklyn..... | 2,831.7 | 178 | Racyle—Morrow. |
| 48. W. Bartholmae, New York..... | 2,815.6 | 160 | Light—Morrow. |
| 49. T. J. Moore, C. R. C. A..... | 2,806.6 | 150 | Prospect—Fixed gear. |
| 50. W. Price, Jamaica, Long Island..... | 2,800.7 | 140 | Rodman—Crown. |
| 51. A. J. Reids, New York..... | 2,796.8 | 130 | Orient—Morrow. |
| 52. Thomas Finn, New York..... | 2,776.2 | 186 | Rambler—Fixed gear. |
| 53. Geo. A. Hulst, C. R. C. A..... | 2,775.4 | 116 | Reliance—Fixed gear. |
| 54. W. H. Latham, C. R. C. A..... | 2,774.1 | 132 | Hummer—Fixed gear. |
| 55. C. Burnley, C. R. C. A..... | 2,772.00 | 134 | Pollard—Fixed gear. |
| 56. E. Lee Ferguson, C. R. C. A..... | 2,763.5 | 150 | Columbia—A. B. C. |
| 57. E. S. Craddock, C. R. C. A..... | 2,755.2 | 130 | Duquesne—Corbin. |
| 58. J. F. Donaher, New York..... | 2,724.00 | 150 | Racyle—Cinch. |
| 59. A. Rowantree, New York..... | 2,711.10 | 130 | Special—New Departure. |
| 60. John Doyle, New York..... | 2,709.00 | 122 | Cleveland—Fixed gear. |
| 61. A. Toepel, New York..... | 2,706.2 | 145 | Toepel—Morrow. |
| 62. C. H. Fenner, New York..... | 2,704.6 | 172 | Racyle—Morrow. |
| 63. Geo. Matheson, New York..... | 2,701.4 | 116 | Thistle—Fixed gear. |
| 64. A. J. Nichols, New York..... | 2,698.11 | 164 | Buffalo—New Departure. |
| 65. M. E. Toepel, New York..... | 2,690.00 | 152 | Toepel—Morrow. |
| 66. J. W. McKinley, New York..... | 2,658.00 | 150 | Iver Johnson—Morrow. |

Scenes and Incidents of the Metropole Coasting Contest.



1



2



3



4



5



6



7

1—Finish Between C. S. Dixon and Fulton.

2—At the Starting Point.

3—Winning his Heat "Head Down"

4—The Placed Men—Cox, Soderstrom, Dixon, Fulton, (Reading from Right to Left.)

5—Measurer Wheeler Reading his Tape.

6—Little Arthur Schwalbach and Big, Black Everett on the Starting Line.

7—An Interested Crowd.

PACED CIRCUIT IS ON

Begins at Revere, With Second Meet a Wonder in the Line of Record Breaking.

men acquired swift momentum in remarkably short distances and fairly flew away from their rivals. In his heat, for example, Ralph Webster, who also came from Elmira to demonstrate the new Morrow, and who was the first man to pass the 3,200 foot mark, fairly left his competitor at a standstill.

The contests also furnish a study in men, positions and clothes. Of sixty-nine entries sixty-six started, and they were of all sorts, ages, sizes and conditions. A father and his two sons were among them, also several grey whiskered old gentlemen who looked like grandfathers. There was one eleven-year-old boy and several who were but a few years older, two or three youngsters—and also as many more who were not young—with old and unknown and disreputable crocks, and who wore shabby garb, plainly indicating that they viewed the coasting contest as their only chance of obtaining high grade, up-to-date mounts. Men coasted in knickerbockers and in long trousers, with coats and without them, and one colored man, Everett, made his appearance in a suit of glaring blue tights; he also removed his saddle and sat on the frame tube when he made his effort. The positions assumed were as varied as the men themselves. All laid over their bars as far as possible, Cox and the other winners having the crouching position down fine and steering with steady hands. With coaster brakes the men held their feet at as many angles as a clock's hands assume. The riders with fixed gears stowed their feet in all sorts of places. Inside the frame was the favorite position, but there were those who had coasting rods on the front forks or who rested their feet on the fork crown; there were others who braced themselves on the mounting steps; one man had fixed steps or coasters high on the rear forks of his bicycle, and obtained almost a swimming pose and swooped down the hill with every appearance of a huge, land skimming bird.

There was a good crowd of spectators, probably double the number of the previous year, and everything was well ordered. The road was roped off at the top and bottom, and four friendly bicycle policemen and signs suspended across the road kept the course clear without friction or materially interfering with the driving traffic. Alex Schwalbach was the referee, and Geo. C. Wheeler and Fred Reinhardt, city surveyors, did the measuring, and did it well. There was but one protest, and the man who made it, A. J. Reids, was the sorriest man in the contest. Although he had coasted well over 3,000 feet, he claimed to have been interfered with by a carriage. The claim was allowed, and on his recoast, after the wind began to stir, Reids fell more than 200 feet short of his first performance and lost the prize which he had gained.

The greatest distance coasted last year was 3,160 feet, made by Cox, this year's winner, on a coasterbrake machine. On that occasion, however, he failed to "make good" in the final and finished third. This year he placed the record at 3,309 2-3 feet, four other men surpassing the old record.

The newly instituted paced circuit of the N. C. A., to decide the championship on the point scoring basis, was opened last Saturday at the Revere track, and McLean was the first winner under the new order of things. On Tuesday night the second race of the schedule was run at Charles River Park, and then records went flying in each of the three five-mile heats ridden. Up to Thursday five meets had been held and three were scheduled for Thursday night. To-day the first meet of the circuit is held in New York at the Manhattan Beach track.

The circuit has begun as auspiciously as could be desired. There is every reason to hope and believe that the new scheme will prove a good one and yield satisfactory results. The one trouble at present is the lack of big single motors, but this is a discrepancy that will be remedied with time. It has simply been impossible to get enough of the high powered pacing singles ready for all the men, and consequently some are at a disadvantage through having to use pacing singles of lower power than their competitors. Before long, however, it is expected that all will have machines up to the limit of size and power allowed by the rules, and with equal pacing facilities it will be a fair race for all and an equitable test of the relative abilities of the men. There is one other factor that is playing an important part at present in the victory or defeat of the men, and that is the ability of the men who run the pacing machines. Some of the pacemakers are deficient as motor mechanics and do not get out of their machines all that is possible. This, however, is a fault which it is up to the riders and their managers to remedy, and if their pacemaking is poor because of this it is their own fault, and they will have to swallow defeat without having any one but themselves to blame. The men are riding mostly in five or ten mile heats. This is in accordance with the suggestion of the Paced Circuit executive committee. The track managers are not bound to this policy, however, and may make the races at twenty or twenty-five miles, if they choose. Five and ten mile heats have been recommended simply as a precaution against accidents. The men themselves favor it, and one disturbance has arisen because the men refused to start in a twenty mile race when the manager had scheduled one and insisted upon ten-mile heats, on the ground that three men on the track at a time would be an unnecessary invitation to disaster. This trouble occurred at the first meet held last Saturday night at Revere Beach. Manager Ingraham had advertised the race to be at twenty miles, but the men insisted that it be changed to a contest of ten-mile heats and

won their point. Manager Ingraham has appealed to the N. C. A. board of control to make a decision on the case.

The probability is that the racing on the circuit will be at distances of five or ten miles, on the heat plan, best two in three. The men claim that while going at high speed the heat of their tires is so intense that there is danger of their bursting, but if the distance is shorter a man can have a chance to change wheels at the end of the heats, and in this way not take the chance of his tire burning or wearing through.

Joe Nelson, Bobbie Walthour and Harry Caldwell are known to be in favor of the idea, and hope to see the heat plan in operation.

REVERE, JUNE 6.

Two Ten-Mile Heats; Final at Five Miles.
First heat—McLean beat Nelson. Time, 13:02 2-5.

Second heat—Nelson beat Stinson. Time, 14:22 3-5.

Third heat—McLean beat Nelson. Time, 6:55.

CHARLES RIVER PARK, JUNE 9.

Five-Mile Heats.

First heat—Walthour beat McLean. Time, 6:17 1-5—a new world's record.

Second heat—Nelson beat McLean. Time, 6:11 1-5—a new world's record.

Third heat—Walthour beat Nelson. Time, 6:06 4-5—a new world's record.

At this meet new world's paced records were established from one to five miles, inclusive. The records and the men who made them are: One mile, 1:12 3-5, Nelson; two miles, 2:26 3-5, Nelson; three miles, 3:45 4-5, Walthour; four miles, 5:54, Walthour; five miles, 6:06 2-5, Walthour.

WORCESTER, JUNE 9.

Five-Mile Heats.

First heat—Lawson beat Stinson. Time, 7:15.

Second heat—Caldwell beat Stinson. Time, 6:53.

Third heat—Lawson beat Caldwell. Time, 7:22 1-5.

PITTSBURG, JUNE 9.

Five-Mile Heats.

First heat—De Euichard beat Moran.

Second heat—Mettling beat Moran.

Third heat—De Euichard beat Mettling. Time of final, 6:52.

BALTIMORE, JUNE 10.

Five-Mile Heats.

First heat—Leander beat Mettling. Time, 7:11 3-5.

Second heat—Monroe beat Mettling. Time, 7:31.

Third heat—Leander beat Monroe. Time, 7:13 1-5.

The points on the circuit are scored, 3 for a first, 2 for a second and 1 for a third. The standing of the men on Thursday, with five races, was as follows: McLean, 4; Nelson, 4; Lawson, 3; De Euichard, 3; Leander, 3; Mettling, 3; Walthour, 3; Monroe, 2; Stinson, 2; Caldwell, 2, and Woran, 1.

MOST NOVEL SIX-DAY RACE

Kramer, Sprint Champion, Wins the Event and Takes a lot of Intermediate Money.

It seems odd to record that Frank Kramer, the champion sprinter, who never has been noted for long distance races, is the winner of the latest six day race. Yet the fact is chiefly remarkable as a commentary on the novel character of the event.

The six day affair that ended in Providence last Saturday night was entirely unlike any preceding week-long race known in this country. It was planned and conducted along original lines, and was distinctly a success. Fourteen thousand persons, a record breaking crowd for Providence, saw the race start, and ten thousand witnessed the finish. Correspondingly big crowds attended throughout the week.

The race began on Monday night, and was run every day thereafter with a two hour session in the afternoon and one of the same duration every evening, excepting that on the last day the racing was continuous from 4 until 10 p. m. It was a team race, the men working in pairs and relieving one another at pleasure. The great feature of the race, though, and the one that made it exceptional, was the way the prize money was distributed. This was done so as to make it a continuous one mile race with a finishing sprint at the end of each intermediate mile. There was a prize of \$1 offered for the leading team at each mile and a prize of \$20 for the leader at the end of each session, \$15 for the second pair, \$10 for the third and \$5 for the fourth. As the men rode about forty-three miles during each session, this made nearly \$100 to be divided every afternoon, and the same amount again every evening, the portions that the riders obtained depending upon their sprinting abilities. At the end of the race there were eight prizes—\$500, \$300, \$200, \$150, \$100, \$75, \$75 and \$50—to be distributed to the teams in the order of their finish.

It was a race remarkable and without precedent because eight teams started and every one finished, and the place money had to be decided for every team by a final sprint in the last mile. Not one team during the week succeeded in gaining a lap, and not one fell behind. They all finished on last Saturday night with an equal score of 512 miles.

The teams in the order of their finish, and the money they got for their place in the race, without counting in any of the intermediate prizes, are as follows:

| Team. | Miles. | Prize. |
|--------------------------------|--------|--------|
| Kramer-Hadfield, first..... | 512 | \$500 |
| Lawson-McFarland, second..... | 512 | 300 |
| Root-Armbruster, third..... | 512 | 200 |
| Downing-Galvin, fourth..... | 512 | 150 |
| Mettling-McConnell, fifth..... | 512 | 100 |
| Fenn-Schreiber, sixth..... | 512 | 75 |
| Bardgett-King, seventh..... | 512 | 75 |
| Bedell brothers, eighth..... | 512 | 50 |

It was the play of Kramer and Hadfield

all the week not to pay much attention to the \$1 prizes, but to go after the \$20 at the end of each session in earnest. Their work was mapped out with this in view, and the plan worked splendidly. Hadfield did the plugging, while Kramer came into the race in fresh condition toward the end of each session and scooted away with the first prize money. Only once did he fail to finish first in all the ten riding sessions of the week. On Wednesday afternoon McConnell, Mettling's partner, stole a jump on the sprint king and beat him out to the finish. Thus Kramer's team won \$160 from his being first at the end of eight periods and \$15 for one second, besides the main prize at the end of the last period and the odd dollars picked up at mile ends. The score for each day, showing how the money was divided at the end of each period, is as follows:

Monday evening—First, Kramer; second, Fenn; third, Bedell; fourth, Lawson. Distance, 45 miles.

Tuesday afternoon—First, Kramer; second, Fenn; third, John Bedell; fourth, Root. Distance, 43 miles.

Tuesday evening—First, Kramer; second, Lawson; third, Fenn; fourth, John Bedell. Distance, 42 miles.

Wednesday afternoon—First, McConnell; second, Kramer; third, Fenn; fourth, John Bedell. Distance, 41 miles.

Wednesday evening—First, Kramer; second, Root; third, Fenn; fourth, McFarland. Distance, 42 miles.

Thursday afternoon—First, Kramer; second, Fenn; third, John Bedell; fourth, Root. Distance, 43 miles.

Thursday evening—First, Kramer; second, McFarland; third, Root; fourth, John Bedell. Distance, 42 miles.

Friday afternoon—First, Kramer; second, John Bedell; third, Fenn; fourth, McFarland. Distance, 44 miles.

Friday evening—First, Kramer; second, Fenn; third, John Bedell; fourth, McFarland. Distance, 43 miles.

Saturday afternoon and evening—Finish in order as given in preceding table. Distance, 127 miles.

Of the individual miles won during the week the best record was made by McFarland, with 76, while Fenn was second, with 68. The others ranged from that down to very small amounts.

There were frequent recurrences during the week of the fierce sprints to gain a lap that are seen in the long grind at Madison Square Garden, but not one of them was successful. There were many spills due to collisions and punctured tires, but what was lost by a rider through a fall was restored to him by the referee, as is the custom in other six day races.

The managers, the public and the riders were all highly pleased with the result of the innovation.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

ANTIPODEAN RACING NEWS

Taylor's Bitter Experience — "Sydney Thousand" Promoters Want Racing Men.

Melbourne, April 30.—Major Taylor terminated his Australian trip last week and left for France, under engagement to ride. In addition to receiving \$10,000 as appearance money here, he also won some \$3,000 in stakes. He was very well treated by the public here, and by the racing men at first, but when they found he could beat them every time when it came to the finishing sprint, they combined against him and prevented him winning as often as he might.

In the scratch races, in which some four or five other riders were competitors, they would hem him in and make it easy for their chosen man to win. As often as not, however, he ran the gauntlet and scored. In handicap races, the men on the short distance marks usually conspired, not to block him, but to slow him, and refused to pace out and pick up the leaders. He lost several good races through these tactics, viz, the Sydney Thousand and the Druids' Wheel Race. He spoke very bitterly of several of our crack riders, and I'm sorry to say, not without good cause. His sprinting was a revelation to our men. He raced against D. J. Walker and G. R. Morgan each in separate events for \$500 aside in each instance, and won both. The report that he also met one of riders named Gudgeon, in a match race, was an error, as no such event took place. He raced against Robl and Dinckentman, the German pace followers, behind their motors, and was badly beaten, but this was immediately after an attack of influenza, and he was notably out of condition. These matches were arranged merely for the gate, the club syndicate which had the Germans in hand desiring to make the best of its speculation. The cable has given you the result of the big handicap, "the Sydney Thousand." Hopper, the winner, when he reached our shores in November last, rode indifferently for a couple of months, but on becoming more used to the climatic changes, he recovered his best form about three weeks before the rich handicap was decided. In conversation with him two days ago, he stated that he enjoyed his trip here immensely, and, like Major Taylor, anticipates paying us another visit next season—provided things progress satisfactorily.

The syndicate which managed the Sydney Thousand Carnival has sent the managing secretary, Thomas D. Scott, to Europe to engage several of the best racers of the day to appear in Australia in 1903-'04. Although this syndicate paid away a large amount of money in prizes besides Taylor's remuneration, it made money out of the affair, notwithstanding several awkward but compulsory postponements by reason of unpropitious weather. Mr. Scott may return through the States. He left in the same boat as did Major Taylor, and should reach Paris about the second week in May. Hopper also sails this week for the United States.

MOTORCYCLE HANDICAPS

Some Weird Suppositions by a Man who Opposes Classification by Weight.

A class journal, bearing an indiscriminate name, which comes out in the middle of June, filled with "advance" notices of May events and a lot of indiscriminate reading notices, dealing with anything from fish hooks to flying machines, has this month, something out of the usual in what passes for an editorial department. This novel feature is an editorial not made with the shears, nor rewritten from some other publication. The subject of it is the *Bicycling World* and the advocacy by this paper of the weight standard for handicapping motor bicycles. The careful character of it is denoted by the first two paragraphs:

"A recent controversy in the English cycle trade papers in regard to the handicapping and classification of motorcycles has imbued the *Bicycling World* with the daring to say:

"The *Bicycling World* renews its suggestion of last season that all other considerations be cast aside and motor bicycles be handicapped solely according to weight. It is the easiest and best, indeed, the only, really practical way."

Blind to fact that is made obvious by what he quotes—namely, that the stand of the *Bicycling World* was taken a year before the recent controversy in Europe, the hand that wields the shears makes the slap, then grasps the pen to follow up the theme. It requires no daring whatever on his part. Like all the ilk that scuffles in where angels fear to tread, he slops right along with a "supposin'" and an "if," and proceeds to build up a straw man flimsy enough for his scissor numbered fingers to pick to pieces again.

Incidentally, this new expounder of things profound remarks that some day we may have an organization of sufficient strength and capability to control motor cycle competitions. Mark that, ye motorcycle racers that have to register with the National Cycling Association and be governed by its rules!

The expounder builds up a hypothetical case of seven motor bicycle competitors to be handicapped by weight, and makes a bid for the handicappership that would be certain of honor in Bedlam. He very properly puts the heaviest one (A), weighing 170 pounds, on scratch; to the next one (B), weighing twenty pounds less, he concedes fifty yards; the next (C), weighing another twenty pounds less than its predecessor, or forty pounds less than A (130 pounds), gets another fifty yards; then comes D, weighing 120 pounds, or only ten pounds less than C, but it gets fifty yards further advance just the same, so that the ladder runs by rungs of fifty up to 150 yards; E weighs 100 pounds, and it gets another fifty yards; F

weighs only ten pounds less than E, and this time the advance for ten pounds difference is only twenty-five yards instead of fifty, as usual; then comes G, weighing thirty pounds less than E, but it gets only fifty yards advance, or a total of 275, and is on the limit mark. Now, Euclid II proceeds with his handicapping pons asinorum by supposin' that the 170 pound machine has 4 horsepower, the 150 pounder 3 horsepower, the 130 pounder 2 horsepower; thus he establishes a supposed ratio of 1 horsepower less in every drop of twenty pounds; having established this he takes D, weighing 120 pounds, or ten pounds less than C, and supposes a drop of a quarter of a horsepower; but the supposin' only begins there—E weighs twenty pounds less than D, but instead of dropping a horsepower it is "supposed" upward three-quarters of a horsepower and assigned 2½. Worse is to come. F, that weighs ten pounds less than E, drops down the scale to 2 horsepower, which is one-fourth more than has D, which weighs forty pounds more; next G, that drops in the scale of weight thirty pounds below F, is supposed to be only a quarter of a horsepower less. Now the straw man begins to assume shape, but look at the "supposin'" in his composition already. Isn't it just "bully"? However, there is more to come. The new handicapping aspirant, with his assortment of high grade Bedlam brand of motorcycles, next takes a tack at supposin' the average rate of speed per mile that each makes, and he figures out from this the order in which they would finish in a race of five miles. First a difference of one horsepower and twenty pounds makes B four seconds a mile slower than A; then a difference of one horsepower and twenty pounds makes C thirty seconds slower than B; next a quarter of a horsepower less and ten pounds less makes D ten seconds slower than C; E, with three-quarters of a horsepower more than D, and weighing twenty pounds less, goes thirty seconds to a mile faster, according to the supposin', while F, just fancy it! with a half a horsepower less than E and weighing only ten pounds less, goes sixteen seconds to a mile faster; but this race was framed up for the benefit of F, as will be seen later. G, having only a quarter of a horsepower less than the marvellous F, and weighing a full thirty pounds less, is yet forty-eight seconds slower, and is just five seconds slower than D, which weighs twice as much and has only the same horsepower—all this is supposin'. Here's how the proposition looks in a table:

| | Wt. | H'cap. | H. P. | Rate per mile. |
|---------|-----|---------|-------|-------------------|
| A | 170 | Scratch | 4 | 1:16 |
| B | 150 | 50 | 3 | 1:20 |
| C | 130 | 100 | 2 | 1:50 |
| D | 120 | 150 | 1¾ | 2:00 |
| E | 100 | 200 | 2½ | 1:30 |
| F | 90 | 225 | 2 | 1:17 |
| G | 60 | 275 | 1¾ | 2:05 |

From this magnificent supposition it is figured out that the finish would be in the following order, with the time for five miles as given: F, 6:15 4-5; A, 6:20; B, 6:37 4-5; E,

7:19 3-5; C, 9:03 3-5; D, 9:49 3-5; G, 10:05 2-5.

It might seem idle to discuss such sheer craziness in a hypothetical proposition, yet it is worth the trouble of analysis to show what quality of mental work is applied to the subject through an instinct of opposition. The odd part of it all is that while the factitious weights and horsepowers and rates of speed are wierdly amusing, this great figure-head, in efforts to show that handicapping by weight would be improper, has evolved a finish that any expert handicapper would be proud to claim as due to his work. The man who had next to the limit and the scratch man finish one, two, with the fifty-yard man third. This any lover of sport would deem a good equalization of differences in ability, and that is the object of handicapping.

Apart from any further consideration of this monstrosity, it is quite time to point out that there is now a greater demand for classification and handicapping by weight than ever. The struggle for supremacy in producing the best racing machine accelerated the improvement of the road model of the pedal driven bicycle, but this is not proving to be the case with the motor bicycle. With no penalization on weight, all sorts of abnormal machines for racing are being built along lines not practical for ordinary pleasure use. Handicapping by weight has its great virtue in the fact that it would put a premium on developing power in proportion to weight, which is the ideal condition. It would not permit of building one machine of sixty pounds with 1¾ horsepower and another of double the weight with the same horsepower. The problem that would force steady improvement would be to get the most power and efficiency within the weight determined upon. The factor of safety the manufacturer would have to solve, as he always has. First, safety, then the greatest power with the least weight and bulk. That the tendency is beginning to set in the right direction is shown by the fact that one manufacturer inspired by the racing success and popularity of a compactly built rival is modifying his model to one less bulky and weighty. Whether handicappers do or do not penalize motor bicycles for weight and bulk the buying public will, and eventually it will be "up to" the manufacturers, just the same, to make increase of efficiency within certain reasonable limitations of weight their ultimate aim.

Sprocket Wheel Patterns.

A movement that was not carried very far is that in the direction of less ornate sprocket wheels. For a number of years there was a perfect craze for ornamental sprockets, makers vying with each other in the endeavor to produce the most intricate patterns. Then came the tendency to revert to the old style sprocket with five or six straight spokes radiating from a small solid centre, and not detachable. The movement at one time looked as if it was going to carry everything before it. But it did stop short of completely reversing the prevailing fashion.

Why he Succeeds.

The country merchant has every advantage of his city opponent because he meets the buyer face to face, says the Michigan Tradesman. He has the goods in his hands. He can argue in favor of the quality of his merchandise. He is able to judge the wants of his customers, because in most cases he is personally acquainted with him. He knows his likes and dislikes, is able to tell whether he wants a cheap article or something good without asking him.

Why, then, does he let all his trade get away from him? How is it that he can not do as good work selling goods to his neighbors as the concern hundreds of miles away?

The answer is easy. While the country merchant sits at his desk arguing to himself that he cannot do this and he cannot do that, the mail order man is demonstrating what he can do. He is hammering away after trade. He never lets up.

En Route for the Coast.

Edwin A. Parker, of the Century Cycle Club, of Boston, started on the morning of May 31 on a ride from that city to San Francisco. He started at 6 a. m., and arrived at Worcester an hour ahead of time, at 9:30 a. m.

Parker expects to average at least 100 miles a day, and he will ride under a scoring system that will make it almost impossible to get credit for fake riding or train

service. Daily reports of cyclometer readings morning and night will be sent to this city after they have been duly witnessed, Parker getting the signatures at his stopping

A Murderous Desire to Ride.

They say the craze for cycling is dead, and yet a news item comes from Louisville, Ky., telling of a man who had the craze to ride so badly that he killed the man who could not teach him to ride in one lesson. Here is the item:

Louisville, Ky., June 1 (Special).—Albert Burress, twenty-six years of age, who lives five miles from the city on the Preston street road, became enraged at Clay Richardson, a neighbor, because he could not teach him in one lesson to ride a bicycle, and, dealing him several blows with his fist, killed him.

The Only Remedy.

When a chain becomes very noisy—all chains make some noise—in spite of the fact that it is fairly clean and well lubricated, it is pretty certain that it does not fit the sprockets properly. This may have come about through wear, the chain having elongated, or it may be that the chain does not match the teeth. In such case the only remedy is a chain that does fit, and the sooner it is procured the better it will be for the rider's peace of mind.

Improved Roads Contracted For.

State Engineer E. A. Bond awarded this week the following contracts for good roads in New York.

Echo Lake-Pine Bridge Road, Westchester County, to McCabe & Duffy, of White Plains, at \$27,384.

Pine Bridge-Yorktown Heights Road, Westchester County, to Casey & Murray, of Rochester, at \$29,000.

Yorktown Heights-Putnam County line road, Westchester County, to same contractors, at \$47,000.

Bedford-Cross River Road, Cross River-Turk Hill Road and Turk Hill-Putnam County line road, all in Westchester County, to Ganung & Hoyt, of Katonah, at \$40,810, \$27,434 and \$51,200, respectively.

Newburgh-Campbell Hill Road and Chester-Vails Gate Road, in Orange County, to the Orange County Board of Supervisors, at \$64,450 and \$50,425, respectively.

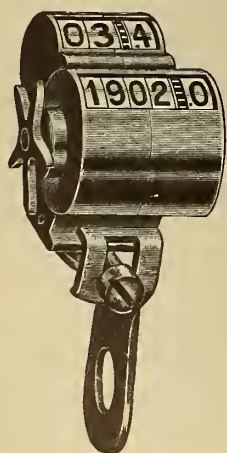
Meredith Wins Carwardine Cup.

Meredith, holder of the fifty-mile cycling championship, won the Carwardine Cup at the Crystal Palace last Saturday, covering 100 miles, motor paced, in the record time of 2:58:12 4-5. G. A. Oiley, holder of the cup, fell and was severely injured.

The Carwardine Cup was won at the Crystal Palace, London, last year, by G. A. Oiley, who rode 100 miles in 3:48:31 4-5.

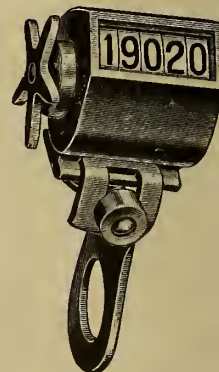
Those Familiar Questions,**“HOW FAR?” AND “HOW MANY MILES?”**

are always of human interest and always answerable when

**THE VEEDER**

IS USED.

THE FIRST BARREL CYCLOMETER,
it was Always the Foremost and is Now the Only
RELIABLE ONE LEFT.



For Sale by every Jobber and in every Progressive Cycle Establishment in the Civilized World.

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SELECTING A SECOND-HAND

Some of the Points That Should Undergo a Careful Examination.

To the man about to buy a second hand machine a piece of good advice is the famous one Punch gave to the man about to get married—don't! That is, don't if you can afford to buy as good a new machine as the second hand one was when it was new. Otherwise a good second hand, if it has not been too much abused, makes an acceptable mount.

In selecting a machine of this character it is well to satisfy one's self of the reputation of both the machine and the seller—the latter being pretty sure to be a dealer. Next examine the machine carefully to see what its condition is.

The most important part to undergo examination is the bearings; but as a preliminary a few minutes should be given to an inspection of the chain wheels. The condition of these parts is, as a rule, an indication of the amount of wear the machine has undergone. If the driven wheel—that is, the one fitted on the back wheel—is worn to a knife edge, or has the top of the teeth curved over, it may be considered that the machine has been subjected either to a great deal of wear and tear or that the chain wheel was not properly hardened in the first place, either cause being, of course, unsatisfactory. The front chain wheel should not show as much sign of wear as the back, unless the latter has been renewed at any time. If the front chain wheel shows bright marks on the sides (left and right) of the teeth it is evidence that the chain wheels are not in alignment—that is to say, that the chain is not running in a straight line between the teeth on the two chain wheels. This is a serious defect, as it not only causes the machine to drag considerably when being ridden, but is invariably due to the rear hub or the bracket axle not being square with the frame. While inspecting the chain wheels attention might be given to the chain. First, with the left hand pull together as tightly as possible the top and bottom stretches of the chain between the two wheels, and then, with the right hand, see if any links of the chain can be lifted away from the teeth on the front chain wheel. Now give the chain wheels a short spin and repeat the test. If any links can be pulled well away from the teeth it is a sign that the chain has stretched badly, which naturally does not conduce toward an easy running mount.

Now, turn to the bearings. To test the head bearings raise the machine sharply off the ground an inch or two by lifting from the handle bars. Any looseness will at once easily be detected.

To test the hubs take hold of one of the

fork sides with one hand, grasp the rim with the other, and feel for any side shake or looseness. If the looseness is very marked a request should be made to have it adjusted, and if this cannot be effected it is advisable to make up your mind at once that "you will think over the matter." If a bearing cannot be properly adjusted—that is, run freely without a perceptible shake—there is something wrong, most probably a worn cup or cone, perhaps both. A bearing is not satisfactory if it runs freely for part of a revolution and then seizes or runs tightly. While the wheels are revolving take note if they are running centrally between the forks or stays. If not, and they cannot be adjusted to your satisfaction, it may be concluded that the rim is what is known as "out of truth," or, in more simple language, the rim is not a true circle. This leads up to a rough test being made of the spokes. It is impossible on paper to instruct any one as to what the correct tension of the spokes should be, but a wheel having many spokes very loose and others very tight is obviously not in proper order.

Crank bracket: As in the case of hubs, the bracket axle, with cranks attached, should run freely without side shake, and it should be very carefully observed whether or not the axle ends rise or fall or run other than true. If the axle does not run perfectly and cannot be adjusted properly do not on any account "take over" its peculiarities. A new bracket axle and cups are in all probability the only means of remedying matters.

The pedal frames should turn freely on their spindles or centres, and, while similar smooth running, as in the hub and crank bearings, is desirable, such a degree of perfection is not essential, but there should be no "sticking," as this is liable at some time or other to throw a rider off the bicycle.

Finally, request the seller to adjust any unsatisfactory bearing, and if this cannot be done then look elsewhere.

Judd Wants one Thousand:

Active recruiting work is being done by the Western Division of the Century Road Club Association, and the membership is in consequence being rapidly increased. National Vice-President H. S. Judd—well known in the trade as the manager of the D. & J. Mfg. Co.—is particularly earnest in prosecuting the work, and declares that he will not rest until 1,000 members are secured. The road race on Decoration Day was very successful, and a number of century rides and other road events will be engineered during the season.

Where Copper Plating Fails.

One reason why copper plating does not suffice to protect nickel plating from the ravages of rust is the copper becomes diffused in the steel in course of time, and then the formation of crystals in the nickel allows moisture to creep in.

IN THE New York Motor Cycle Club's

HILL CLIMBING CONTEST,

May 30th,

THE

1 $\frac{3}{4}$ h.p. INDIAN



WON

| | |
|------|-------------------------|
| 2nd, | Time, .55 $\frac{2}{5}$ |
| 3rd, | " .58 $\frac{1}{5}$ |
| 4th, | " 1.01 $\frac{1}{5}$ |
| 5th, | " 1.01 $\frac{2}{5}$ |
| 6th, | " 1.02 |
| 7th, | " 1.05 |

Only stock machines were used, such as are in every day use and such as can be safely used on any road or any hill by any one. The power, weight and size of the INDIAN are not abnormal. In the contest the best a 5 h. p. two-cylinder machine could do was to beat the INDIAN 4 2-5 seconds, which should be enough to decide the choice of any thinking man.

SCALPS

TAKEN BY THE INDIAN ON DECORATION DAY:

First in five miles open at Vailsburg, N. J.; first and second in five miles at Readville, Mass.; first from scratch in five miles handicap at San Francisco.

HENDEE MFG. COMPANY

SPRINGFIELD, MASS.

From Free to Fixed.

Frequently a rider will experience a desire to convert his machine from free to fixed at will, i. e., to coast with it or to lock it so it is like a fixed gear. In heavy traffic, for example, or while riding in company with a number of other wheelmen, the coaster brake device may seem both unnecessary and inconvenient.

Means of accomplishing this object are not new, having been tried with fair results by English makers. One of these has improved his "crank trip," as he terms it, until it is claimed to give excellent results. A ratchet is mounted on the back of the left crank and a trip is pivoted on the frame behind the bottom bracket. Two springs

are employed to hold the trip in an intermediate position, so that the clicking noise is reduced to a minimum, but when the crank is turned back the trip comes fully into action and forms a rigid stop. It may be turned right over out of action if required.

The Leather Tire Again.

Once more the leather tire has been "invented" and is heralded as a revolutionizer. This time it is of pigskin, and the inventor, a Scotchman, has taken out patents all over the Continent and sold the American rights for millions of—pounds, not dollars. After awhile this inventor's pipe will go out and he will discover how worthless his tire really is.

Adjusting the Head.

Some riders seem to make a point of never adjusting the head of their machines at all, and the chattering from this cause is such that it is really wonderful that the very balls do not drop out of the bearing. This, apart from the wear it is likely to set up on the bearing itself, is very harmful to the bicycle, as it greatly intensifies the hammering effect of riding over a rough road, and the small amount of money spent on getting the machine adjusted periodically will be amply repaid in its longer life, and in the much greater ease with which it will run.

If you have not yet received a copy of *The Bicycling World's* twenty-fifth anniversary number it is not yet too late.



We conceived the idea of Spring Seat Post.
Made one.
It was pretty good.
Didn't satisfy us, though.
Tried again.
Better results.
Combined thoughts and efforts.
Results:

Smith's Two-Roller Spring Seat Post.

Satisfactory.
Try one and be convinced.
One sells hundreds—
Our Riders know why.

D. P. HARRIS, 48 Warren St., New York,
Eastern Agent.

JOS. N. SMITH & CO., Detroit, Mich.

The MERKEL



Not the fastest motor bicycle, but the most practical and most reliable one and fast enough for any normal man—the kind we appeal to.

Our catalog will inform you regarding its many remarkable and exclusive features.

THE MERKEL MFG. CO., Milwaukee, Wisconsin.

We're forced to build the best bicycles possible.

Rochester is recognized as one of the wheeling centers of the country and a large riding public is naturally a critical buying public.

MORE THAN HALF OUR OUTPUT IS ABSORBED AT HOME.

The other half is distributed among a few wise dealers who recognize a good thing and stay with us year after year.

Do YOU wish to be one of them?

APEX WHEEL CO., Rochester, N.Y.



FRENCH
Bicycle and Automobile Horns.
ALL SIZES.

Bicycle, Carriage and Automobile
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ALL SIZES.

WE HAVE IN STOCK

5000 Garford Saddles

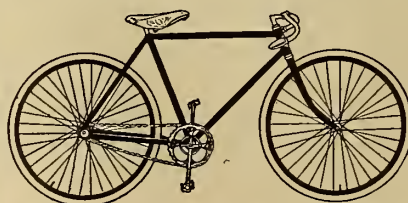
on which we can quote deucedly interesting figures to jobbers and large dealers. Are you open for quotations?

BOSTON CYCLE & SUNDRY COMPANY,

J. M. LINSOTT, Manager,
48 Hanover Street,

BOSTON, MASS.

HIGH-GRADE BICYCLES



The FOWLER,
The MANSON,
The SHERMAN.

WE MAKE OUR OWN WHEELS
They are known the world over.
They have always given satisfaction.

WE SELL THE BEST BICYCLES THAT RETAIL AT \$25.00.
WE SELL THE BEST BICYCLES THAT RETAIL AT \$35.00.
WE SELL THE BEST BICYCLES THAT RETAIL AT \$50.00.

We have always made these three grades and values, and we shall keep on making them.
Our bicycles are unquestioned for durability and for speed qualities.
We have ample capital and increased facilities.

New Models for 1903.

Write for Catalogs and apply for Agency NOW.

FOWLER-MANSON-SHERMAN CYCLE MFG. CO.
241-249 South Jefferson Street, CHICAGO, ILL.

Balancing Single Cylinder Engines.

"It is an impossibility to balance any single cylinder intermittent impulse engine perfectly, though a high degree of approximation may be arrived at," says a motorcyclist who has given the subject considerable attention. "The balance of many engines fitted to motorcycles is, however, distinctly faulty, though easily accounted for. When the first engine of a certain pattern is designed and built the flywheels are carefully machined and afterward have the balance weights adjusted either by the removal or addition of metal to them. The engine is tried several times, and great trouble taken to secure a good job, and then the original pattern from which the wheels were cast is altered to what will approximately give an equivalent weight to the finished balancing wheel, with the result that only approximation is arrived at, and that allowing a pretty wide error. No individual attention is given to the balancing of each separate engine, and the first fruits of a badly balanced motor is a badly running, dancing bicycle, while the very apparent excessive wear so self-evident in knock and slack bearings is due to the same cause.

"Even half an ounce one way or the other on the flywheels makes a difference to the balance of the engine, for, considering that

a cycle engine runs up to 2,000 revolutions a minute, and that the weight of the piston, connecting rod and crankpin has to be started and stopped 4,000 times, it is not hard to see that an error of half an ounce only would make a most appreciable difference to the running of the engine when it has to be dealt with at that rate.

"That individual balancing is rather troublesome, and would take an experienced workman an hour or two to accomplish we admit, but the results when the engines were assembled on the machines would more than repay the labor involved and the engines would have double the life.

"As an instance of what balance means we quote the results of some experiments. A cycle motor of $1\frac{3}{4}$ horsepower by a well known maker was fitted up on the bench and run at full speed, the revolutions being taken; 1,650 revolutions a minute were recorded, though it was evident that the engine would hammer itself into pieces if allowed to run at that speed long. The crank case was then dismantled, radial holes drilled and balancing attempted by means of melted lead. After four attempts, each of which showed an improvement in running, the nearest point to a perfect balance possible with a single cylinder engine was luckily struck, and the motor then ran al-

most silently (as regards internal sound) at the enormous speed of 3,220 revolutions a minute, and the vibration was almost imperceptible. The first trial had to be carried on with the cradle to which the motor was attached screwed down, as the vibration was so bad that there was a danger of it dancing off. The cradle was unscrewed with the engine running during the last trial and no undue movement was visible. So much for balance."

Keep to the Right.

It is astonishing how absolutely careless many cyclists are. They don't seem to realize the risks they run by riding unsuitably equipped machines and ignoring the rule of the road. Trusting to Providence, they cut round corners on the wrong side, and when in groups often monopolize the entire highway. Accidents would be exceedingly rare indeed if corners were taken at a reasonable pace, and if riders would make it an invariable rule to keep on the right-hand half of the road, except on dead straight stretches where they can see a long way ahead.

"Some enterprising manufacturers ought to exhibit as a novelty at the next show a fixed wheel bicycle," remarks the Irish Cyclist. They must have the "free wheel" fever bad over there.

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OF OUR



GUARANTEED GOODS.

Ask for particulars and prices of these and other tires we manufacture. We will gladly mail you our complete Catalogue?
Do you want it? Write for it to-day.

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Thread Fabric Tire—

RESILIA ROADSTER.

PRICE WILL SURPRISE YOU.

Season's output of this tire will be limited, Better act early, if interested.

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15 cents per line of seven words, cash with order.

FOR SALE—Orient Quad in good order 2½
Aster Motor. Price \$300. E. A. GUILD,
Canton, Mass.

WANTED—Bicycle Machinists to work on
Motorcycles. G. H. CURTISS MFG. CO.,
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FOR SALE—Mitchel motor cycle, \$115.00. In
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THE POSITION of Factory Superintendent is
open to a man experienced in the production
of high-grade bicycles. Address F. F., care of
Bicycling World, New York City, giving age, exper-
ience, salary expected and references.

WANTED—Experienced tire man, capable of
taking charge of sale of tire product of a
large manufacturing concern. Must be a good cor-
respondent, and an experienced and successful tire
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Jifoid Quick Repair
Cement
For Single
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It will also cement a
patch in a Double Tube Tire; cement a Tire to either Wood or
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ROLLER**



**NOISELESS IN MUD, WATER OR
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Morse Twin Roller. Fits regular
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occupy the same plane among tires.

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Motor Equipment,

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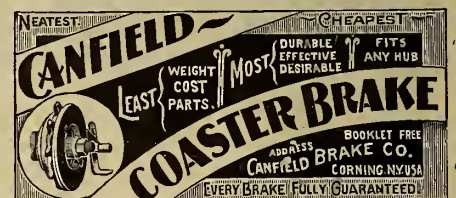
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be convinced.

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Jobbers of Bicycle Sundries and Supplies,
208-214 South Ave., Rochester, N. Y.

Effect of Head Winds.

To those who have no experience of motor-
cycling it may seem extraordinary to sug-
gest that a motor bicyclist is affected to a
great extent by head wind. It is not that a
very strong wind troubles him in the same
way that it troubles a man who is propelling
himself by his own effort, but rather that
he more quickly realizes the variations in
the fierceness of the gale. With his ma-
chine running at its best, the gasoline vapor-
izing satisfactorily, and the spark occurring
regularly, he may be riding at fifteen miles
an hour against the wind and suddenly find
his pace jumping to twenty, or slowing to
ten, as the force of the wind moderates or
increases. He knows that it is the wind
that is responsible for the variations, for
the change of speed takes place so suddenly
that it cannot be due to any variation in
the quality or quantity of the gas, and when
the normal force of the wind returns he
drops back to his usual pace.

The motor bicycle is almost as sensitive
as a human being, and its rider becomes
anxious of gradients which on a pedal pro-
pelled machine he would pass unnoticed. As
the horsepower of the motor is increased it
becomes less sensitive, but even with the
highest powered engines the difference in
pace when travelling with the wind and
against it is wonderful. The experienced
motorcyclist counteracts these variations by
giving his engine more or less gas as the
conditions change, and the fact that the
conditions are constantly changing, requir-
ing the rider to manipulate the various lev-
ers in order to get the best power with the
minimum of fuel, constitutes one of the
greatest charms of riding a motorcycle.



ALL ROADS ARE EASY WHEN THE



**STAR
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IS USED.

With millions in daily use, it has stood the test for
more than five years, and is adaptable to ball bearings of
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If you are users of ball bearings we would be pleased to hear
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which we know would be profitable and interesting to you.

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THE MOTORCYCLE MAGAZINE

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IF NOT, WHY NOT?

The pictures and reading matter will prove as interesting to those who do not as to those who do ride motorcycles.

\$1.00 per Year.
10 Cents per Copy.

154 NASSAU ST., NEW YORK.

The Week's Patents.

730,074. Bicycle Seat Post and Pump. Warren A. Allen, College Place, Wash. Filed December 16, 1902. Serial No. 135,447. (No model.)

Claim—1. In a device of the class described, the combination with a bicycle frame of a pump located within the same and a seat post provided with a stem composed of separable tapered or wedge-shaped sections, forming a clamp, one of the sections being connected with the piston of the pump and forming a handle for the same, substantially as described.

730,112. Friction Clutch. Samuel Griffin, Bath, England. Filed April 1, 1901. Serial No. 53,893. (No model.)

Claim—1. In a friction clutch, the combination of driving and driven elements mounted to revolve independently of each other, a spring controlled element intermediate of said driving element and mounted on one element in such a position as to be capable of engaging the other element, a disk connected to the element upon which the spring controlled element is mounted, and a friction lever for controlling the spring controlled element.

730,193. Bicycle Trailer Package Carrier. William F. Parker, Washington, D. C. Filed May 6, 1902. Serial No. 106,221. (No model.)

Claim—1. In a bicycle trailer package carrier, a coupling bar having a rotary connection with said carrier at its lower and its upper end, being adapted to be jointly secured to the seat standard of a bicycle so as to permit lateral motion of its rear end.

730,194. Bicycle. George Seyfang, Buffalo, N. Y., assignor to Arthur W. Underwood, Evanston, Ill. Filed August 24, 1895. Serial No. 560,357. (No model.)

Claim—1. The combination with a continuous crankhanger tube, of a crank shaft having integral crank arms and anti-friction bearings sustaining said crank shaft in said tube, said tube being so large in diameter and short in length that the shaft and one of its integral arms may be inserted endwise through said tube.

Why the Valve Burns.

The neck of the exhaust valve fitted to some types of motors gets "burnt" abnormally quickly. By burning is meant that this part of the valve loses its metallic nature entirely. It scales and gets quite brittle, until a time comes when the pull of the spring simply tears the stem away from the head. This burning, to a large extent, comes about through throttling the exhaust gases in a badly designed muffler; continually running with an over strong gas mixture is another reason.

Novel Axle Adjustment.

An odd crank bracket adjustment is used by an English maker. The adjusting disk is provided with spur teeth like a gear wheel, and when it has been set it is locked by a small spur pinion, which is bolted to the frame in engagement with the spur teeth.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. **

No Bicycle

IS OF THE

HIGHEST GRADE

WITHOUT THE

Cushion Frame.

HOW

can a bicycle be of the highest grade when it makes no provision or only half provides for the rider's comfort?

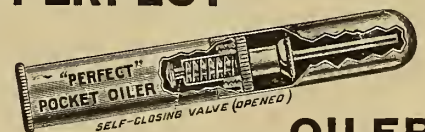
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For High Grade Bicycles. The best and neatest Oiler in the market. DOES NOT LEAK. The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequalled. Price, 25 cents each.

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If you have not **THE MOTORCYCLE** Do it now. It
 booked your sub- **MAGAZINE** cannot well fail
 scription for . . . 154 NASSAU STREET, NEW YORK to interest you.

NEVER LEAK

STOPS LARGE PUNCTURES.

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If You are Interested in Automobiles,

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If you ride or sell,
 or intend to ride or sell
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"Motocycles and How to Manage Them"

is the very book you need.
 Every page teaches a lesson. Every illustration
 "speaks a piece."
 And there are 126 pages and 41 pictures, too

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| Lv. Boston | 10.45 A.M. | 2.00 P.M. |
| Due Albany | 4.10 P.M. | 7.35 " |
| " Syracuse | 7.55 " | 11.25 " |
| " Rochester | 9.45 " | 1.15 " |
| " Buffalo | 11.40 " | |
| " Toledo | 5.55 A.M. | 8.25 " |
| " Detroit | | 3.15 P.M. |
| " Chicago | 11.50 " | |

"Chicago Special" has through Buffet Library Smoking Car
 and Dining Car to Syracuse and from Toledo to Chicago.

"North Shore Special" has Dining Car to Albany, and from
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TO THE LIVE MAN

interested in cycling who realizes the value of keeping informed
 about all that concerns it this blank will be hint enough:

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Enclosed find \$2.00 for which enter my subscription
 to the BICYCLING WORLD for one year, commencing
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Name.....

Address.....

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, June 20, 1903.

No. 12

RECEIVER IN DISFAVOR

**Day Creditors may be Offered 25% now,
and Remainder in Dim Future.**

Strenuous efforts on the part of certain interested persons to give the embarrassed Day Mfg. Co., Buffalo, another chance for life have marked the negotiations of the past ten days.

The company filed its appearance in the bankruptcy proceedings through its attorney, but did not return an answer to the writ. The court accordingly granted an extension of one week. Meanwhile there have been several conferences of the receivers and certain creditors, and, as a result an offer has been, or will be, made which seeks to give the Day people an extension until October 1 next. On that date, creditors are promised 25 per cent of their claims, the balance to be paid in an uncertain and shadowy period termed "as soon after October 1 as practicable." Creditors who refuse to assent to the arrangement will be offered 40 cents on the dollar cash.

While these negotiations have been progressing other creditors, with other views, have been preparing to contest the appointment of Fred W. Colson as one of the receivers of the company. Colson was President Fries's right hand man, and in that capacity, it is alleged, among other things, that he was drawing out of the treasury of the concern some \$1,200 a month. If present plans do not miscarry, the court will be asked to remove him from the receivership.

Although Mrs. Fries, who accompanied her husband abroad, has returned, Fries himself has not yet shown himself, and, according to one allegation, he is in Canada, with one ear glued to the telephone receiver, awaiting word as to when it will be safe for him to cross the border.

"Governor" Castle goes Abroad.

F. E. Castle, of the Twentieth Century Lamp Mfg. Co., sailed for England yesterday. He will spend several months abroad, visiting practically all the countries on the Continent before returning.

Disposition of Lozier Property.

The will of H. A. Lozier, who died in this city in May, was offered for probate in Cleveland on Thursday last. The executors reported the estate to be worth \$500,000, very much less than the general estimate of Mr. Lozier's fortune.

Practically one-third of the estate is bequeathed to the widow, Mrs. Mary M. Lozier. The other two-thirds goes to the children, Mrs. Bessie A. Gregg, of Cleveland; Harry A. Lozier, of New-York City; Edwin R. Lozier, of Plattsburg, N. Y., and Joseph T. Lozier, of New York City.

Mr. Lozier directed that his estate should not be divided for five years. Meantime the business shall be continued, and his wife and children shall be paid \$5,000 a year each. To his sisters, Lillie and Mecca, \$10,000 each was willed. Most of the other relatives received \$100 each, some few a slightly larger amount.

It is directed that a tombstone not to exceed \$2,500 in value, shall be erected over the grave of the deceased and a \$200 monument over his mother's grave.

His Annual Purchasing Trip.

F. S. Seabrook, representing the Anglo-American Novelty Co., London, is due in this country early next month to make his annual purchases of American cycle accessories. He is particularly bent on meeting manufacturers who are prepared to produce in large quantities.

Hearsey to Move July 1.

The H. T. Hearsey Vehicle Co., the well known Indianapolis jobbers, take possession of their own new building, at Nos 112 and 116 Court street, on July 1. It will give them largely increased elbow room, affording, as it does, more than 35,000 square feet of floor space.

Copenhagen Buyer Coming.

Simon E. Knudsen, of the well known importing house of Chr. Achen, Copenhagen, sails from that city to-day for a visit to this country. He comes, of course, to make purchases.

The mooted association of sundry and accessory manufacturers has proved a flash in the pan; it appears never to have amounted to more than a few whispers.

PATENT FOR HEDSTROM

**Claim for Indian Carburetter With Variable
Air Supply Allowed at Washington.**

The issuance to Carl O. Hedstrom on the 9th inst. of Patent No. 730,649, covering a "carburetter for explosive engines," is of more than usual interest to those concerned with motorcycles, or automobiles for that matter. The patent is the one applying to the device used on the Indian motor bicycle and is, in the words of George M. Hendee himself responsible for "four-fifths of the remarkable efficiency of the Indian."

The carburetter is a wonderfully ingenious invention, and is the only one that automatically and positively regulates the air supply. It ante-dates the Krebs-Panhard carburetter, which effects the same result and which has created something of a furore on the other side. As the Hendee Mfg. Co. has applied for patents in all foreign countries the possible effect on the Krebs device will prove of no little interest.

Here at home one prominent maker of motorcycles is already alleged to be infringing the Hedstrom rights, and, now that the patent has been granted, litigation is in prospect.

The general idea of the carburetter is disclosed by the first claim of the patent, viz.: "A hollow cylinder constituting a mixing chamber provided with outlet and inlet openings at opposite ends thereof; a flange on the interior wall of said chamber, a tubular valve member for said outlet opening fitting closely said chamber and seated on said flange; a tubular extension of reduced diameter on said valve member, air ports through the wall of the valve member and flange communicating with an air passage between said tubular extension and the wall of said chamber, whereby the rotation of the valve member will increase or diminish the area of said air ports coincidentally with the increase or reduction of the area of the outlet opening, together with a suitably connected supply nozzle located within said tubular extension of the valve member."

MOTORCYCLES AND NEW LAW

Bailey Act Construed to Include two Wheelers—Full Text of Court Decision.

Now that a court in New York City has dealt with two motorcyclists the same as if they were automobilists in construing the Bailey law to fit their case, the question becomes more than ever interesting whether the Bailey law is to apply to motor bicycles throughout. The law refers always to "automobiles and motor vehicles." Sometimes the motor bicycle is a motor vehicle and sometimes it is not. When a belt or a chain breaks and the rider has to pedal along the vehicle certainly is not an automobile, and should not be obliged to conform to the laws for such vehicles. As the rider of a motor bicycle can use it at pleasure as a pedal propelled vehicle, it is a question whether it is at any time a true motor vehicle. This complex character of the motor bicycle is apt to bring some complicated questions to the courts before long if the Bailey law is to be construed in accordance with the decision of Justices Mayer, Olmstead and Wyatt in the case of Gustave Lippman. As related in the *Bicycling World* last week, Lippman and Adolph Jaeger, both members of the Greenwich Wheelmen, were arrested in upper New York City, charged with going at the rate of fifteen miles an hour, and discharged, after a trial, on the ground that fifteen miles an hour is allowable for automobiles in that part of the city.

The decision of the court is highly interesting to motorcyclists at this time, as they evidently are to be classed as automobilists, with respect to speed anyhow. The Bailey law provides also for the registration of motor vehicles, and it yet remains to be seen whether this phase of the law is to be applied to motorcycles. One thing shown by the decision written by Justice Mayer is that apparently the interpretation of the intent of the law is to be sensible and liberal. This is shown by the fact that although the houses at the spot where the defendant Lippman was arrested were not 100 feet apart, the general character of the neighborhood was that of an "unbuilt" locality.

Another interesting point in the decision is that the Highway law prohibiting a speed beyond what is reasonable and proper, with due regard to the traffic and the life and limb of any other person, gets an interpretation to the extent of declaring that fifteen miles an hour is reasonable and proper where houses are 100 feet apart.

Both of these points in the decision concern motorcyclists. The decision in full, as rendered by Justice Mayer and concurred in by Justices Wyatt and Olmstead, is as follows:

LIPPMAN CASE STATED.

The complainant, a police officer, charged that the defendant on the 17th day of May, 1903, at the city of New York, in the county

of New York, did operate, drive and cause to be propelled a motor vehicle, in and on Webster ave. and 189th street, in said city, at 2:55 p. m. of said day, at a greater rate of speed than eight miles an hour, to wit: at the rate of fifteen miles an hour; and that to operate and drive a motor vehicle at a speed greater than eight miles an hour was not permitted by any ordinance of the city of New York. The affiant by reason of the foregoing facts charged the defendant with having violated Chapter 266 of the Laws of 1902.

At the conclusion of the People's case the defendant moved to dismiss upon the ground that the facts failed to constitute a crime.

The police officer testified that he had marked off 264 feet on 189th street, had timed the defendant while he travelled said distance in a motorcycle, and that the defendant had gone the said distance in twelve seconds, which was at the rate of fifteen miles an hour.

It further appearing that some of the houses on 189th street and Webster avenue were far apart, being at a distance of more than one hundred feet from each other, while others were close together, and that in the particular space above referred to there were some houses close together and less than one hundred feet apart. Our determination of the defendant's motion to dismiss involves a construction of existing law in relation to the speed at which vehicles of this character may be operated on the public highways in the city.

HIGHWAY LAW OF 1901.

Section 163 of Chapter 531 of the Laws of 1901 provided, among other things, as follows:

"No ordinance, rule or regulation adopted by the authorities of any municipality in pursuance of this section or of any other law shall require an automobile or motor vehicle to travel at a slower rate of speed than eight miles per hour within any city, town or village of the State in the built up portions thereof, nor at a slower speed than fifteen miles per hour where the same are not built up."

By virtue of Chapter 266 of the Laws of 1902 (which became a law on March 27, 1902), Section 666 of the Penal Code was amended so as to provide, among other things, that a person who drives or operates an automobile, or motor vehicle, upon any public highway within any city at a greater rate of speed than eight miles an hour is guilty of a misdemeanor, except where a greater rate of speed is permitted by the ordinance of a city.

The city of New York has not enacted any ordinance permitting a greater rate of speed than eight miles an hour.

So that the law up to May 15 of this year was that a person propelling or driving a vehicle of the character above referred to at a greater rate of speed than eight miles an hour anywhere within the limits of the city of New York was guilty of a misdemeanor.

On May 15, 1903, Chapter 625 of the Laws

of 1903 became a law. This chapter is entitled "An act to amend the Highway law, relative to the use of automobiles or motor vehicles on the public highways," and, among other sections, Section 163 of the Highway law was amended so as to provide as follows:

"No ordinance, rule or regulation adopted by the authorities of any city, in pursuance of this section, or of any other law, shall require an automobile or motor vehicle to travel at a slower rate than eight miles per hour within the closely built up portions of such city, nor at a slower rate of speed than fifteen miles per hour where the houses in such city upon any highway are more than one hundred feet apart."

BAILEY LAW MORE DEFINITE.

This amendment in effect reinstates in this regard the provisions of Section 163 of the Highway law, as that law was in force prior to the enactment of Chapter 266 of the Laws of 1902, which amended Section 666 of the Penal Code. Under the 1903 law the phraseology is in some respects more definite than that theretofore used in Section 163. Thus the municipal authorities cannot adopt an ordinance requiring these vehicles to travel at a slower rate than eight miles per hour within the "closely built up portions" of the city, whereas in Section 163, prior to its amendment by Section 625 of the Laws of 1903, this requirement related to the "built up portions" of the city.

Thus, also, under the law of 1903, no ordinance may be adopted requiring these vehicles to travel at a slower rate of speed than fifteen miles an hour "where the houses in such city, upon any highway, are more than one hundred feet apart"; whereas in the law heretofore the limitation as to fifteen miles per hour was where the cities were not "built up."

GENERAL PURPOSE OF THE LAW.

The clear purpose of Chapter 625 was to provide a general scheme throughout the State for regulating the speed of automobiles and motor vehicles, and to that end to prescribe certain limitations upon the ordinance making power of the various local authorities through the State, while leaving to those authorities, except in certain few particulars, the details of speed regulations.

The legislative intent was to provide safeguards for the citizen travelling upon the public highway, whether on foot, on horseback or in vehicles, and with that end in view to allow a greater latitude in respect of the regulation of speed in the outlying parts of cities and other communities than was permissible in those parts of cities or other communities where the highways are much used, either for purposes of business or pleasure. Agreeably with this general scheme, the legislature, in the act in question, has provided various maximum rates of speed to be observed by persons driving automobiles or motor vehicles when passing

(Continued on page 378.)

THIS WAS HARD RIDING

Thirty Seven Miles an Hour Paris to Bordeaux—Great Work by Motorcycles.

Altogether a remarkable showing was made by motor bicycles in the Paris-Madrid race. Of the fifty-nine that started fifteen were checked in at Bordeaux, and in many instances they beat out the heavy racing cars. In fact, the motor bicycles that finished averaged better time than did the four wheeled vehicles.

The performance of Bucquet, who made the best time to Bordeaux, was really wonderful. He covered the 345 miles in 8 hours 57 minutes, an average of thirty-seven miles an hour. Of the 172 who got to Bordeaux he was fifty-fifth in order of merit. With a Werner of 3 horsepower and 49 kilograms (108 pounds), it was in truth an astonishing thing for this man to maintain such a speed, with the constant risk of being smashed by one of the big racers of 70 or 100 horsepower. It showed Bucquet to be a man of rare pluck, endurance and riding ability. It would be a tremendous strain on a man to maintain a speed of thirty-seven miles an hour for nearly nine hours on a smooth, clear road; what it must have been on that dusty and crowded course can hardly be imagined.

The result of the race between the motor bicycles was as follows:

1, Bucquet (3½ horsepower Werner), 8:56:55; 2, Demester (3½ horsepower Griffon), 9:04:44-5; 3, Jollivet (3* horsepower Griffon), 9:26:54-2-5; 4, Cissac (3 horsepower Peugeot), 9:40:36-4-5; 5, Llanfranchi (3½ horsepower Peugeot), 9:45:31; 6, Dery (two cylinder Clement), 10:21:08; 7, Griet (3½ horsepower Griffon), 10:44:46-1-5; 8, Momo (4 horsepower Peugeot), 11:04:20-2-5; 9, Mailard (3½ horsepower Werner), 11:11:18; 10, Prost (2½ horsepower Doue), 11:43:05; 11, Arnott (3½ horsepower Werner), 12:06:02; 12, Martel (3½ horsepower Griffon), 13:12:02; 13, Baret (3 horsepower Bruneau), 14:36:36; 14, Couderc (3½ horsepower Peugeot), 16:53:44; 15, Vauris (2½ horsepower Vauris), 20:01:22.

Pedal Pin Variations.

Sometimes trouble is experienced with the fitting of pedals to the cranks. If the pedal pins are accurate, and the tapping of the thread in the crank end is done properly, there should be no trouble. But even the best pedal pins will vary in size, and it is astonishing how slight a variation will make all the difference in the world in actual practice. It is, of course, much better to have the pedal pin too large, although there is a point reached there where the pin must be thrown aside as useless. If the pin is small, or even if it is anything but a tight fit, it is worse than useless to attempt to fit it. It will almost inevitably jar loose, and if the rider of the machine does not recognize the trouble at an early stage it is almost certain

to ruin the thread in the crank, and perhaps the thread on the pedal pin as well, thus rendering both entirely useless.

Some assemblers use powdered resin, dropping a little on the threads when screwing the pin in, and thus making a satisfactory job. This is a tip that occasionally proves useful to riders who are bothered with pedals that sometimes work loose and do not know how to stop it; a little resin judiciously distributed will work wonders.

Burnham's Tire Distender.

When Columbus stood the famous egg on end everybody oh'd and ah'd and wondered why such a simple thing had not been thought of long before. A San Jose (Cal.) dealer, J. I. Burnham, has devised a little instrument for facilitating the entrance of a butted inner tube to the cover of a laced tire, and the mere sight of it will cause



many a rider to wonder why he had not the gumption to hit upon a similar idea.

A short length of wire is taken—part of a spoke would do—bent in the shape of an arch, with the ends at right angles with the arched part, and the extremities of these ends again bent at right angles. These extremities are put in the second pair of holes in the casing, and the arch or loop pressed down inside the casing. The latter is thus kept extended, much as it would be if the tube were in place and inflated. "It is decidedly the best thing out for holding a tire casing open while drawing the tube in," writes Burnham to the *Bicycling World*, and the device itself, a fair idea of which can be obtained from the cut, fully bears out this assertion.

Average Speed "Fifteen Per."

With the increasing use by telegraph messenger boys of bicycles, that much abused class is losing its well earned reputation for slowness. It is recorded that the police of Aberdeen, Scotland, have been obliged to "call down" the species in that city. Complaints have been coming in thick and fast dilating upon the scorching proclivities of the boys, and at least one was brought to book. At the hearing in the police court last week it was alleged that the "average speed" of these lads was fifteen miles an hour. The bailie, commenting on the need of reform among the messengers, contented himself by admonishing the "first offender."

R. G. Betts, Editor of the *Bicycling World*, sails to-day for a month's absence abroad. His bicycle goes with him.

NEW ZEALAND'S GRIEVANCE

Unscrupulous American Makers Drive Trade to England, Says Auckland Dealer.

D. Crozier, of Dexter & Crozier, Auckland, New Zealand, was among the week's visitors to the *Bicycling World* office. He is in the country on a purchasing trip, and among other things has renewed the agency for the Rambler bicycle, which is his leader.

Mr. Crozier states that he has had a good year, and would have had a better one but for the unloading of several large lots of cheap American bicycles, which found their way into the auction rooms and were there disposed of at cutthroat prices. This has occurred so often that the New Zealand dealers are disposed to be shy of American wheels, particularly as a number of manufacturers have not conscientiously adhered to their contracts.

"They have sold bicycles to whoever sought to buy, without regard to the interests of their agents, who naturally supposed they were entitled to the exclusive sale and to full protection," said Mr. Crozier.

This policy has naturally served to injure the American interests, he said, and inclined many agents to take on the sale of English bicycles, which have displaced American goods in a number of instances, the English makers apparently according fuller protection.

Little Spills Most Hurtful.

"Did you ever notice how much more serious little spills are in their after results than big ones?" asked a racing man of the *Bicycling World* representative. "A dozen men may go down in a terrific crash, and you would think half of them would be killed. But when they are pulled apart and separated from their machines nearly all of them get up and walk away, few of them even limping.

"But let one or two men get in a mixup, even when going slowly, and almost, but not quite, save themselves. One of them goes down—and stays there. His attendant picks him up, and it is found that he has a broken shoulder or a sprained ankle, or something that will put him out of the game for a number of weeks."

Watch Charm Prizes in Metropole Run.

The awards for the Metropole-New York Motor Cycle Club motor bicycle endurance run, July 3-5, will take the form of gold, silver and bronze spark plugs in miniature and mounted as watch charms. Last year the medals were in the form of miniature motors.

"How to Drive a Motorcycle." See "*Motorcycles and How to Manage Them.*" \$1. The Goodman Co., Box 649, New York. ***

"You may rest assured that we are still pushing the National as our leader believing it to be the very best bicycle built to-day."

Hundreds of dealers in the United States and many in foreign lands believe the same thing and "are still pushing the National."

Through trade disasters, price convulsions and bargain sales we have continued to make good bicycles only and sell them at fair prices, "having an abiding faith in the ultimate triumph of that which appeals to the intelligence of the people."

IF YOU ARE NOT DOING IT TO-DAY GET IN LINE FOR 1904
AND LEARN WHAT IT IS TO HANDLE STABLE PRICED
BICYCLES WHICH GIVE THEIR USERS SATISFACTION. . . .

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CHICAGO,

52 State St.

SYRACUSE,

423 So. Clinton St.

BUFFALO,

28 W. Genesee St.

DETROIT,

254 Jefferson St.

SAN FRANCISCO,

114 Second St.

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NEW YORK, JUNE 20, 1903.

Root it Out!

Painting the blossoms of a noxious weed or watering its roots that its life may be prolonged does not change its nature or serve a useful purpose. It still remains a noxious weed. The thing to do is to root it out.

There are dangerous weeds in industrial fields and in other fields. They grow in the day as well as in the night. Too often their danger is kept well hidden, and is not disclosed until they sicken and wilt.

When such symptoms develop it is the time to strike down and root out such weeds. Creditors who would prolong the life of such a plant merely deceive themselves and injure the industry in which they are concerned.

Get Rid of the Barnacles.

There will be no denial of the assertion that when the bicycle was in the heyday of its glory it was made and sold by men who believed in it and who set a good example

by riding it and singing its praises on all possible occasions. With them the manufacture or sale of the bicycle was a labor of love. Most of them had entered the trade by reason of that fact. They rode it first, and when its pursuit was merely an avocation they felt that there was something lacking; by making it a vocation and devoting their entire time to it the void was filled and they were satisfied.

Even when the great influx of riders came, when nearly every able bodied man and woman in the country became a cyclist, either because of a liking for the pastime or because it was the fashion, the bulk of the trade continued to be of the class referred to, pursuing the pastime *con amore* at the same time that they followed the trade as a business. The white heat of enthusiasm still remained, while the faith in the enduring popularity of cycling had grown until it attained the point where it was supreme.

There is to-day, in spite of the changes that have taken place and the vicissitudes through which so many in the trade have passed, a very respectable amount of this enthusiasm and faith left. There are manufacturers who believe that what was done a decade ago can be repeated now, provided the same methods are employed, the same heart put into the work. There are also dealers who hold similar views. The change cannot be brought about in a day, a month or even a year, and it cannot be brought about by haphazard methods or by half-hearted efforts. There must be co-operation and a unanimity of purpose and an immensity of hard work. Through them the cause can be won; without them the plan is doomed to failure before it is well begun.

In the trade to-day—in all ranks, makers, jobbers, dealers, repairmen, salesmen—there are to be found men who are a drag on the industry rather than a help. They comprise the halt, the lame and the blind, the doubters, the despondents and the despairers. Some have lost hope, others never possessed it. Some strive to present a brave front to the public, if only in outward seeming; others openly despair, deride and decry. While getting their bread and butter from the industry, they befoul their own nest by making no concealment of their distaste for it, their utter lack of confidence in it. They possess many of the rodent's instincts, but they have not the consistency to desert what they proclaim the sinking ship. They cling to it simply because, poor as they deem its shelter, it offers the only refuge that is open to them.

One of the indispensable preliminaries to the rehabilitation of the trade is the settlement with this gentry. Some of them can be reclaimed; they lack only heart or discretion. But others must be treated more summarily; punishment must be meted out to them. They are barnacles marking the ship that has remained stationary too long; when it resumes its progress they must be removed from the hull which they encrust, either by the free passage of the ship through the clear, fresh water, or by the even swifter and more efficacious method of scraping them off, ruthlessly and without delay.

In other words, put none but true men on guard—men whose hearts are in their work, and who possess the faith that moves mountains and without which nothing great was ever accomplished.

Comfort and its Penalty.

Comfort, and yet more comfort, is the cry of many riders. Yet will they pay the penalty? For perfect comfort can only be obtained by the sacrifice of other and almost equally desirable qualities. Give a designer *carte blanche* and he will turn out a machine that is the *ne plus ultra* of comfort. It will have springs or cushions in front and in the back; big, springy saddles that will absorb all the vibration that can reach them; big tires, perhaps as much as two inches in diameter; rubber pedals of generous proportions; perhaps even spring handle bars. Thus every point that vibration can reach will be safeguarded, and a machine will result that will give the same impression that the first pneumatic tires did—cause the rider to feel that he is riding on air.

But how long would it be before the extra weight would be felt and objected to? Would not the rider begin to wonder whether springs really do eat power, as some people contend, and if his machine does not take more power to push than other bicycles? Unquestionably he would, for all these things have been tried and discarded for just these reasons. But that fact will not prevent their being talked of again; perhaps not their being tried again.

Good Old Custom Revived.

With the majority of cyclists the name Century Road Club Association suggests only an organization of hard road pluggers given over to the habit of acquiring century bars, yet this organization is becoming one

of the most active bodies in existence in the promotion of wholly moderate and exemplary events. Besides having a regular schedule of short runs and a number of road races, ranging from five to fifty miles in length, the association now has on hand a tour of a sort that every club should have during the summer months. The trip is from New York to Lancaster, Pa., a distance of 160 miles, to be made at an easy pace. More is told about the run on another page of this issue, but attention is called to it here because the idea involved is one of those the circulation of which is the vital blood of cycling.

In former years the good old Brooklyn Bicycle Club members had several tours every summer of from two to five days' duration. Every holiday was taken advantage of by a certain element in the club, and it was hot for the Water Gap, the Shenandoah Valley, the Berkshires, Newport or some other attractive place. The same was true in many other clubs, and those in which this touring bent was found were the best organizations of the day. There was nothing in all the club life that so cemented the comradeships formed within the ranks as those trips, and the memories of those rides are among the most cherished ones in the possession of the men who took them.

There are more places to go now in the summer time and the roads are better. Every club that counts itself an active cycling organization should arrange one or more tours of two or three days' duration to be held during the summer.

There is one possible tour so near to New York, and so seemingly simple when mentioned, that it fails to excite lively interest, and yet it is one of the grandest that could be desired. This is a trip over the magnificent cycle paths of Eastern Long Island. There are several hundred miles of them, and they are unknown to the great majority of New York riders, few of whom ever get beyond Amityville, in Suffolk County, where they begin. These paths lead by the grand beaches of the Hamptons on the south side and across glorious Shelter Island, through places of such magnificent scenery that dozens of millionaires have chosen to erect country homes in various parts of it. The paths return along the north side of the island, and there are several of them that lead across from Sound to bay through a country as wildly picturesque as any that will be found a thousand miles from the metropolis. Always these paths are smooth, there are

few climbs on them, and none of any consequence. They lead sometimes through summer resorts, again along the shore, across ranges of low hills and through woods where for miles there is no habitation, nor even any other road to be seen. On such cycle ways there is a majestic loneliness and exclusiveness, and the wheelman feels truly that he is a king of the road; for here is this smooth track for his pneumatic tire laid through a wilderness where not even the horse or pedestrian travels. It is his, and his alone; he feels monarch of all he surveys.

There is not a rider but who, after exploring these cycle ways of Suffolk County, Long Island, declares he has had on them the finest ride of his life. The great pity is that there are so many riders in and about New York who do not know of the treat that awaits them within a day's ride.

Two or three days could be put in gloriously by any and every club exploring the Long Island cycle paths.

Tourists and Their Diet.

It is a great mistake for a cyclist to eat a hearty meal either in the middle of a long ride or immediately after riding. If he does the former he will not be in the humor, nor in the condition, to resume his journey without a good rest, during which digestion can set in. Eating immediately after a ride, on the other hand, is difficult, because the rider is usually hot, dirty, tired and thirsty. A bath, a rub down and a donning of fresh clothes will make a new man of any rider, and this completed, he will be able to sit down to a well laden board and enjoy its good things to the full. Appetite, which is almost entirely lacking at the finish of a hard ride, returns and grows apace with each minute that passes, and if half an hour or more is permitted to elapse it will be all the better.

During the day it is, of course, necessary to take enough food to keep one's strength. But light refreshment at intervals is much better than a couple of good meals. If the rider is touring and an early start is made, say at 7 o'clock or thereabouts, one's appetite begins to get keen at 11 o'clock. A good plan is to stop in the next town or village, or even at a farmhouse, and get some milk and bread, or perhaps an egg, and with them allay the pangs of hunger. A couple of hours later a more substantial repast should be partaken, but still not a heavy one. That should be left, as stated, until the day's run

is finished. A further refraction can be taken in the middle or latter part of the afternoon.

By following these general lines a tourist who puts in almost the entire day on his wheel will be able to get along without feeling any ill effects, at the same time avoiding riding on either a full stomach or an empty one, which is, after all, the great error to be avoided.

A Neglected Detail.

If there is one thing in the cyclist's outfit that cannot be at the same time cheap and good it is the oil can. A few cents is all the difference there is between the good kind and the bad, but in the satisfaction derived the difference can only be measured in dollars. Oil is not often needed on the road, for the experienced rider knows that even a first class cycle must have its bearings oiled, and he does this at home at regular intervals; but when the need for it does arise it is wanted badly. So oil should be carried in the tool bag, and the only proper way to carry it is in a well made oil can. Who has not taken out the can and found that it leaks or the stopper has become unscrewed and permitted the oil to run riot in the tool bag? Very few riders, we feel sure, at least of those who provide themselves with lubricant in preference to depending on borrowing it from some more provident cyclist. The former class take big chances, and it is their own fault if they are caught napping. The burden of supplying high grade oil cans is, of course, on the manufacturer; but many of them save a few pennies here, with the result that the purchaser of the machine either throws the can away or buys a new one. In either case, he knows just where he is "at," which is more than can be said if he trusts to the contraption received in the tool bag.

What has become—if we may be pardoned for asking our English friends—of the cross frame that was going to supplant the regulation diamond? There was much prophesying and asserting, many earnest words of praise spoken and written, much money spent in building machines of this character. But we rarely hear of them now. Can it be that the good, old diamond frame, which came in more than a decade ago and has remained practically unchanged since, is going to hold the fort for awhile longer? It certainly looks that way.

WYMAN REACHES CHICAGO

**But has a Breakdown and Will be Delayed—
Sighs for Good Roads.**

George A. Wyman is in Chicago. He reached that city on Thursday night, with a disabled machine. In addition to other troubles, the connecting rod of the motor had broken and forced him to a standstill. The necessary repairs will delay him several days, and keep him in the Windy City much longer than he had figured on tarrying there.



G. A. WYMAN.

From The Motorcycle Magazine.

"If ever I have the good fortune to happen upon a continuous stretch of good road," wrote The Motorcycle Magazine's cross-continent traveller, from Marshalltown, Iowa, which point he reached on June 15, "I will consider myself blessed. It is so long since I've seen anything of the sort I have almost forgotten what it looks like."

As has been the case since he reached Sacramento, on the first day out, he has been compelled to travel the cross-ties most of the time since leaving Omaha. For the first time the railroad hands chased him off the tracks, but as the wagon road was unridable, he merely crossed from one track to the other, and came nearly being killed as a result, a mail train sweeping around a bend within one hundred feet of him.

To add to his woes Wyman's coaster brake

has gone to the bad, and his attempts to patch it up and rethread the axle have delayed him many hours. It also caused him a bad fall, due to the necessity of starting the motor and then vaulting into the saddle. The fall injured his kneecap, and he is now nursing a lame leg. The tumble also smashed his cyclometer, the fourth one he has put out of business.

Walthour Hurt—Not "Bobby."

Hard luck is following the racing men, especially the pace followers, with a malignant pertinacity these days. On Thursday

night at Luna Park, Coney Island, Walthour dropped clear out of the "cycle whirl" there and had his wrist sprained and sustained many cuts and bruises. The accident was caused by the bursting of a tire on Walthour's pacing machine, which was ridden by James Vanbill. J. Albert, who was following the pace with Walthour, ran into the pacing machine with him, and all three fell to the ground. One of Albert's ribs was broken and Vanbill was badly bruised. The "whirl" in which the men were riding has banked sides at the bottom, but at the top, where the speeding is done, the walls are perpendicular. The men were riding in this part of the cage when the accident occurred. All three were rendered unconscious by the fall, and there was great excitement in the crowd of one thousand spectators.

This rider of the whirl is not Robert Walthour of Atlanta, the circuit follower, although the daily papers have it that it was "Bobby."

NOT PERFECTED EVEN YET

Inaccuracies Exist in Most Chains, but Efficiency is not Impaired.

Immense as has been the improvement in chain making, with a consequent disappearance of most of the troubles that were formerly experienced, it is going much too far to say that they are perfect even now.

To prove this one has but to take a number of chains, no matter of what make or widths, and test them. Spread them out before you on a table or bench, in the same position they would be in were they on the sprocket wheel. Then take a steel template, made to exactly fit the space between the blocks of the chain and try it at random. In the same chain you will find spaces that the template will fit, others that it will not enter, and still others that are so large the template can be moved perceptibly. Proceeding to another chain you find the same result, and the only difference between a good chain and a bad one is that the latter will show a greater variation. Even some of the highest priced chains, and the ones having the greatest reputation for accuracy, will fail to meet the severest part of this test, although, of course, not to as great an extent as others.

This departure from correct pitch is due to the lack of accuracy in making the holes in the blocks and side plates. Nor is it a very serious matter where the variation is not great, as is shown by the fact that plenty of chains run sweetly and without apparent protest in spite of this and other defects that could be shown. It but illustrates the mechanical impossibility of achieving absolute perfection without incurring a cost that would be almost prohibitive, and is valuable only as pointing out the danger of cheapening the manufacture of chains beyond the point of a certain standard. The question of price is decided almost entirely by the quality of the material and workmanship, and poor material means soft rivets and blocks and weak side plates. When these have been added to the initial inaccuracy of the chain, the result can readily be imagined.

Busy in the North West.

"Things are moving well in this country, considering the weather and the shortage of wheels," writes Fred T. Merrill, of Portland, under date of June 8. "I received a carload of Ramblers to-day."

Famous London Track Busy.

Herne Hill, the famous old English track, is so much in demand that meets have been arranged there for every Saturday during the summer and for two or three evenings a week.

MILE A MINUTE COMING

Tremendous Cuts in Records on New Charles River Track Continue.

Right at the beginning of the racing season it is seen that this is to be a great year for the reduction of records behind pace. The riders have begun, not by shaving the record figures, but by lopping off great chunks from them. The new track at Charles River Park is fulfilling what was promised of it, and already the mile within a minute has been drawn so much nearer that it seems almost within reach. Those who were sceptical about the possibility of any man following pace on a track at the rate of a mile a minute are weakening, and many now have faith that it will be an accomplished fact before the season closes. Already nearly a minute and a half—think of it!—has been clipped from the ten-mile record by riders on the new track.

This unparalleled succession of record breaking began on the opening day, May 30, with the paced race in which Harry Elkes met death. Then the new records of 6:21 1-5 for five miles and 12:27 1-5 for ten miles were made. This ten-mile record made by Elkes that day was just one minute better than the former record. On June 9 Joe Nelson made the record of a mile in 1:12 3-5 on the track, while Bobby Walthour established the new figures of 6:06 4-5 for five miles.

On Wednesday, June 17, there was another great slashing of the records by Joe Nelson, who set the new figures of 12:01 for ten miles, a cut of 26 1-5 seconds on the record of Elkes, and 6:03 for five miles. New records were made from two miles to ten. Surely, when the record breaking starts in with such slicing as this, it becomes a question of whether it will stop at a mile a minute rather than whether it will reach that mark. The new records are due partly to the use of new pacing singles of 14 horsepower, and partly to the speed compelling curves of the new track at Charles River Park. How much is due to the increased power of the pacing machines is likely to be revealed to-day at the opening meet on the Manhattan Beach track. Walthour, De Guichard and Nat Butler will meet with the big machine to pace them on the same old cement track, and, with favoring weather there should be new track records established by the use of the improved pace.

Bunker Hill Day Records.

Bunker Hill Day, June 17, at Boston, saw a battle royal against records made on the Charles River track by Joe Nelson, the "flying schoolboy," and it was wonderfully successful. Nelson won in a four sided heat race at ten miles with Gus Lawson, Bobby Walthour and Basil de Guichard.

In the first heat Nelson and Lawson met, and the honors were Nelson's from the start. Beginning with the second mile, he began to chop the records, and when the race was ended he had to his credit world's times from two to ten miles inclusive. The former five mile record was 6:06 4-5, made by Walthour on June 9. The former ten-mile record was 12:27 1-5, made by Elkes on May 30. Nelson's new records are as follows: Two miles, 2:28; three, 3:39; four, 4:50 3-5; five, 6:03; six, 7:15; seven, 8:25 4-5; eight, 9:37 3-5; nine, 10:49 1-5; ten, 12:01.

In the second heat De Guichard beat Walthour by nearly three laps, Walthour having poor pacing. The time was 12:48 3-5. The third heat brought Nelson and De Guichard together, and this time the Frenchman had trouble with his pace. Nelson won by nearly a mile in 12:56 1-5. Walthour had to catch a train, and so he and Lawson did not ride to decide third and fourth place.

This race was not on the circuit schedule.

Hopper Surprises Mormons.

N. C. Hopper, the winner of the Sydney Thousand in Australia, has returned and begun to deal out surprises for the natives at his old stamping ground, Salt Lake City, where he beat John Chapman, of Atlanta, by four laps in a ten-mile paced race on June 5. Hopper was put into the race as a substitute for Billy Samuelson, for whom the match with Chapman was made. Samuelson was ill, and Hopper agreed to ride, although Chapman had a better motor.

Chapman took the lead at the start, and at one mile had an advantage of half a lap. At the end of two miles he was leading by a whole lap; then Hopper began to gain, and it became a hot and interesting chase, with Hopper gaining slowly all the time. In the eighth mile he made good the lap and tried to pass Chapman, but failed. They rode on even terms until Chapman was forced to quit while making a desperate to keep from being passed in the tenth mile. Then Hopper won as he pleased. Summary:

Mile open, professional, final—Hofman, Hopper, Stevens, Burris. Time, 2:08 2-5.

Quarter-mile open, professional, final—Stevens, Hopper, Hofman. Time, 0:29 4-5.

Three-mile lap race, amateur—Limbzerg, Downing, Redman, Starbuck. Time, 6:26.

Ten-mile motor-paced race between Hopper and Chapman—Won by Hopper by four laps. Time, 18:17 2-5.

Moran Wins One Hour Race.

At the Revere track on Bunker Hill Day there was a one hour paced race not on the circuit schedule, between Moran, Nat Butler, Stinson and Munroe. They finished in the order named, the distances covered being: Moran, 35 miles 2 laps; Butler, 34 miles 2 laps; Stinson, 33 miles 7 laps, and Munroe, 30 miles 7 laps.

There are only ten tracks now running on the paced circuit, instead of twelve, as planned, but Atlantic City and Lowell are expected to be running next month.

PACED CIRCUIT RECORD

Rain Causes Many Postponements—de Guichard and Nelson Foremost.

But little progress was made on the paced circuit during the week, most of the meets scheduled having to be postponed because of rain. The standing of the men up to Thursday, after eight races, was as follows:

| | Firsts. | Seconds. | Thirds. | Total points. |
|-----------------|---------|----------|---------|---------------|
| De Guichard.... | 2 | 0 | 0 | 6 |
| Nelson | 0 | 3 | 0 | 6 |
| *Walthour | 1½ | 0½ | 0 | 5½ |
| *Stinson | 0½ | 0½ | 3 | 5½ |
| McLean | 1 | 0 | 1 | 4 |
| Leander | 1 | 0 | 0 | 3 |
| Lawson | 1 | 0 | 0 | 3 |
| Munroe | 0 | 1 | 1 | 3 |
| Mettling | 0 | 1 | 1 | 3 |
| Caldwell | 0 | 1 | 1 | 3 |
| Moran | 0 | 1 | 1 | 3 |
| Butler | 1 | 0 | 0 | 3 |
| | 8 | 8 | 8 | 48 |

*First and second place in a race not decided so the total points for those places, five, lumped and then evenly divided.

Summaries of paced circuit events follow:

Washington, June 12.

Five-mile heats.

1st Heat—De Guichard-Munroe, 7:17 4-5.

2d " —Moran-Munroe, 7:53.

3d " —De Guichard-Moran, 6:45 2-5.

Revere, June 13.

Ten-mile heats.

1st Heat—Stinson-Walthour (6 mi.), 8:17 1-5.

2d " —Walthour-Caldwell, 15:54 1-5.

The third heat, which was to have been between Stinson and Walthour, was not run because of rain. The points for this race will be divided: Stinson, 2½; Walthour, 2½, and Caldwell, 1. The division of the prize money was decided by the toss of a coin.

Charles River, June 18.

Twenty Miles.

1st—Nat Butler.

2d—Joe Nelson.

3d—Will Stinson.

Time—Five miles, 6:27 1-5; ten miles, 12:51 4-15; fifteen miles, 19:15 3-5; twenty miles, 26:28 3-5.

"All Cycle Racing Illegal"—Maybaum.

"How big was Alexander, pa?
The people called him great—
Was he as huge as old Goliath,
Who speared a hundredweight?
Was he like some tall steeple high,
That when he sat upon the ground his head
would touch the sky?"

Great is Alexander, Mayor of Vailsburg! His hind name is Maybaum. From him has gone forth the fiat that bicycle racing is illegal anyway—Sundays or any other day, it is an illegal thing to compete on the Vailsburg board track, he says. Therefore he will refuse to grant a permit for any races there at any time.

Charles Bloemcke, manager of the track, proposes to test this matter of legality on July 4, and see how big is Alexander.

The Pope Manufacturing Company is considering the question of having a team on the circuit.

OUR RACING BOYS ABROAD

"Major" Taylor's "Sea Legs" Can't Make Pedals go Around Fast Enough.

With the exception of "Major" Taylor the American coterie of racing men now in Europe have been doing extremely well. Taylor, since landing from Australia, has seemed unable to get rid of his sea legs. He has been beaten by Kimball, by Ellegaard and by Meyers several times. On his first reappearance in a race in Paris, on May 28, Taylor started from scratch with Kimball in a one-kilometre handicap. Taylor won the first heat from scratch, Marsellier, with forty metres, and Pidenset, with sixty-five metres, being second and third. The fourth heat was won by Kimball from scratch, with Feuillet, thirty metres, and Comet, sixty metres, second and third. In the final heat Taylor got away quickly, and passed Kimball, Jue and Grogna. He caught the limit men and seemed a winner, when Kimball with a mighty burst of speed shot forward and beat him out to the tape by a wheel. Taylor was second, Grogna third, Jue fourth and David fifth. Taylor, with Piard as partner, was beaten also in a tandem race by Gentel and Matthieu, Collett and Kimball being third. It was what the French termed "an afternoon of emotions" at the track.

On the same day, May 28, the trial heats for the Grand Prix of the Union Velocipede de France were run off, and several American riders figured. The first heat, at one kilometre, was won by George H. Collett, of New Haven, with Lorraine second and Feuillet third. Owen Kimball won the second heat, with Brokaw second and Millo third. The fourth heat was won by Ellegaard, with Marcelli second and Woody Hedspeth, the negro from Chicago, who started in the last six-day race in New York, third.

On June 1 Taylor was again defeated in a handicap race at 800 metres. Kimball won with a handicap of sixteen metres, and Collett, twenty metres handicap, was seventh. Taylor was not in the final, because only the winners of the trial heats started, and he was beaten in his heat by Bocquelin, who had forty metres. Taylor, of course, started from scratch.

The same day "Major" Taylor lost to Ellegaard and Meyers in a three-cornered match. The men finished in the heats in the following order: First, Ellegaard, Meyers and Taylor; second, Ellegaard, Taylor and Meyers; third, Meyers, Ellegaard and Taylor.

The finals of the Grand Prix of the Union Velocipede de France, which was won by Arthur Zimmerman in 1894 and by George Banker in 1895, were run on May 31. The order of the finish was: Ellegaard, Meyers, Piard. Collett and Kimble, who had won their heats, each finished third in the semi-finals. Hedspeth, with Jorgensen as mate,

was beaten the same day by Jue and Jeack in a pursuit race.

Taylor was beaten in three successive heats at Copenhagen on June 5. It was a three sided match race, in which Ellegaard, the Dane, who won the world's championship last year, won the first heat, with Taylor second by half a wheel and Van der Born third. This heat was 1,050 metres. In the second heat, at 1,600 metres, the finish was in the same order, with Taylor beaten by only a quarter of a wheel. In Europe they mean the front wheel when they say wheel, or about twenty-eight inches, and not the length of a bicycle. In the third heat, at 1,050 metres again, Ellegaard was first and Taylor this time was beaten out for second place by Van der Born.

In commenting upon Taylor, L'Auto, of Paris, says that while "the Major is not in form, yet always he is the Major." The riding of the Americans in the handicaps has been a surprise to the French, who never have had any interest in races of that character. The reason for this is that the foreigners are not trained for a sustained sprint for the distance of the race, but are so spoiled by jockeying about until near the finish and then making a short sprint that handicap events have been farcical. After seeing Taylor and Kimball make their hard, determined rides from scratch and overtaking the leaders and compelling them to sprint, the handicap races had a new meaning to them. Remarking on this a writer in L'Auto says: "I comprehend now the science there is in riding a handicap, and also understand the reason for the enthusiasm of Americans and Australians for this class of contest."

Grand Prix de Paris.

A remarkable showing of cosmopolitanism is made by the entry list for the Grand Prix de Paris of this year, which is to be run on June 14, 18 and 21. There are sixty-two entries, representing ten nationalities, as follows: 23 Frenchmen, 7 Dutchmen, 5 Belgians, 2 Austrians, 1 Englishman, 10 Germans, 4 Americans, 7 Italians, 2 Swiss and 1 Dane. The Americans entered are Kimble, Collett, Hedspeth and Vanoni. The race being run on Sunday, "Major" Taylor has not entered. There will be twelve trial heats, with five men in each of them, and eight semi-finals, with three men in them.

Bean Eaters Growl.

The grumblings of discontent that were heard in New England when the paced circuit with new singles of higher power was first proposed, have not entirely ceased. Certain writers in the Boston papers pick at the single pacing machines as determinedly as if they had some real interest in the matter, and their criticism is imitated by the writers of the smaller dailies in nearby cities. Followers of the sport need not lose cheer, however, for it may not all be true.

The Australian racing season being at an end, "Plugger Bill" Martin is wending his way to Japan. He says he wishes to be able to boast that he has competed in every country in which cycle racing is followed.

PARISIAN PECULIARITIES

Cyclists Carry Chinese Lanterns, use American-Like Machines and Stoop Greatly.

"The average French bicycle is of lighter construction than ours; resembling, in fact, the American machine in many ways," says an English writer after sojourning in Paris for a short time. "Its tubes are of small diameter, the handle bar is of the ram's horn pattern, very much dropped, the fitted brake is an exceedingly great rarity, the gear case seemed to be unknown, for not a single specimen was seen, and free wheels were fairly general, although the proportion of machines with fixed gears was much greater than it now is over here. This was but natural, seeing that the French were two or three years behind us in accepting this useful device. The lady's cycle was simply a replica on a smaller scale of the gentleman's machine, and among all the cycles that I saw there was not a single drop frame safety. Even in the matter of attitude, which is a stooping one, the ladies had copied the men, and the result was that there was an entire absence of that graceful ease which we have always associated with the English lady rider, while the bifurcated costume, when the ladies were walking about, struck one as being more fitted for the stage or the masquerade than for such ordinary purposes of life.

"But the feature which struck me as being most curious about the French bicycle was the absence, not only of bell and lamp, but of any provision for carrying a lamp. I stood one evening and watched a host of cyclists going out to Versailles, and among the thousands of machines the proportion fitted with lamp brackets could not have exceeded 5 per cent. There were a few acetylene lamps in the throng, but the sole illuminant carried by the majority was a Chinese lantern held in one hand. During the daytime the general practice is to carry a small hooter or a jingle bell in the hand for the purpose of warning pedestrians, and I suppose that this gives way at nighttime to the Chinese lantern; otherwise, the cyclist would have his hands full. The utter lack of practicability about this paper lantern is at once appreciated by an Englishman used to his acetylene lamp, but it seems that the French riders go long distances with them and seldom want anything better."

Kimble and Collett Win Team Race:

A six hour race was held on the Buffalo track, at Paris, on June 7, in which Kimble and Collett won. It was a team race, "on the American plan," the Paris papers called it, and the American pair were the favorites in the betting before the start. The distance covered was 209 kilometres 50 metres. Jaack and Ingold were second by five lengths, and all the other teams were from one to seventeen laps behind. Ten teams started, and all finished.

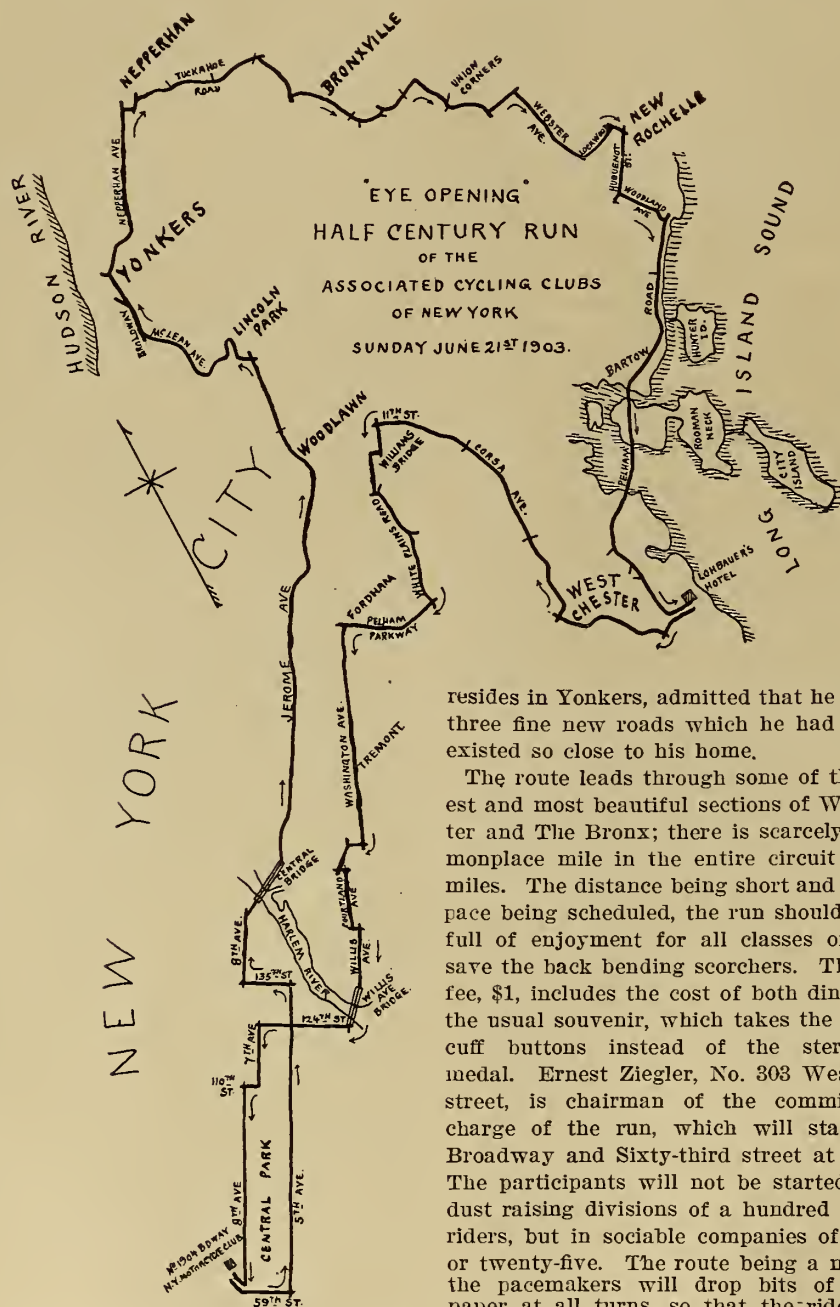
PURPOSEFUL HALF CENTURY

Mileage not the Object, but a Trip Through New Scenes Over Unrepeated Route.

In seeking to map out a sensible and enjoyable run that would be out of the ordinary, the Associated Cycling Clubs have evolved something wholly novel, and in many ways commendable for their "Eye

second time. The route is shown by the accompanying map.

The map for the trip was made by City Surveyor George C. Wheeler, who is chairman of the streets and roads committee of the A. C. C. Mr. Wheeler, to show the route, piloted two Associated Cycling Club men over it on Sunday last, and they afterward freely confessed that their eyes had been opened, and opened wider than they had thought possible; one of them, although he



resides in Yonkers, admitted that he "found" three fine new roads which he had no idea existed so close to his home.

The route leads through some of the wildest and most beautiful sections of Westchester and The Bronx; there is scarcely a commonplace mile in the entire circuit of fifty miles. The distance being short and an easy pace being scheduled, the run should be one full of enjoyment for all classes of riders save the back bending scorchers. The entry fee, \$1, includes the cost of both dinner and the usual souvenir, which takes the form of cuff buttons instead of the stereotyped medal. Ernest Ziegler, No. 303 West 113th street, is chairman of the committee in charge of the run, which will start from Broadway and Sixty-third street at 9 a. m. The participants will not be started in big dust raising divisions of a hundred or more riders, but in sociable companies of twenty or twenty-five. The route being a new one, the pacemakers will drop bits of colored paper at all turns, so that the riders may follow the scent, as in a hare and hound chase, and there will be no excuse for laggards going wrong.

Paul Albert Killed.

Paul Albert, at one time a German racing man of international reputation, met his death recently while driving an automobile. He was the winner of the world's one-mile amateur championship, run in England during the late 90's.

HOW A "PRO" SLIPPED IN

Handicapper Forgot Man who Never Won, and Mead Rode in Irvington-Millburn.

Hard to say just on whom it is, but it rather looks as if it was on the official handicapper who attends to the States of New York and New Jersey only. E. L. Mead, of Bayonne, a professional, who has started in several cash prize events at Vailsburg, was allowed to start as an amateur in the Irvington-Milburn road race on Decoration Day. He finished in seventeenth place and qualified for a prize.

It sounds somewhat rough to say that Mead's entry was not recognized by the handicapper. That worthy took it, looked it over, and then gave the "pro" a handicap of 6 minutes, but the oversight is pardonable, because Mead's professionalism is of a funny sort. He has tried as a novice and in the amateur handicaps to win a prize, but without success. Finally last summer he started in one of the "pro" events at Vailsburg, in which there were cash prizes of \$1 offered for the leaders at the lap and \$5 prizes for the leaders at the miles. Mead went into one of these chases just to pick up some of the \$1 prizes. He tried it several times, but never has won a dollar. As amateur and "pro" he has been absolutely prizeless, and his debut as a "pro" was not one calculated to impress his name upon the memory. So it's all right this time, Mr. Handicapper, but don't let it happen again.

Fifty Mile Relay Race.

The triangular twenty-five mile course between Valley Stream, Freeport, Hempstead, Lynbrook, Springfield and Valley Stream, over which so many continuous centuries were ridden by women, is to be the scene on Sunday, June 21, of a fifty-mile team relay race, under the auspices of the Century Road Club Association. There will be eight teams of five men each, and the relays will be of ten miles each. The course will be covered twice. The race is open to members only, and gold medals are offered as prizes.

Bay Views Invade Long Island.

To-morrow, June 21, the Bay View Wheelmen, of Newark, invade Long Island for a century run over one of the famous courses used by New York organizations. Both the C. R. C. A. and the C. R. C. of A. will support the run, and it is expected to be a big affair.

"All Out" and "All In."

Out in Salt Lake City they speak of a man as being "all in" when he is ridden off his feet and has no sprint left. Here such a condition would be termed "all out," meaning, of course, that every ounce of "go" in him had been ridden out.

"The Motor: What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

Opening Half Century," on Sunday, the 21st.

The ride will truly be an "eye opener" for those who participate, as it leads along by-ways of good riding, through pretty places that comparatively few cyclists run across.

The most notable thing about the route, though, is that for the first time a run of fifty miles in New York City has been laid out, returning to the starting place without a single mile of ground being gone over a

SPRINTERS AND STAYERS

Proof That one Man can be Both—Zimmerman and Kramer Examples.

"Kramer is about the last man most people would have picked out to win a six day race, even one with such short riding periods as that at Providence," remarked an old racing man who has followed the game since the days of the high wheel. "And yet it merely goes to show that a man never knows what he can do until he tries.

"Now, there was Arthur Zimmerman. No one would ever have picked him as a man to excel in anything but the style of racing in which he scored nearly all of his triumphs—that is, from the quarter up to five miles. But the year the 'Jersey Skeeter' carried off most of the English championships—all that he started in, if I remember correctly—he turned down winning the mile on one day to the fifty-mile on the following one, and won it just as easily as he did the others. He had never undergone any special training for such a long distance, but he learned that all the best English riders tried to scoop the long as well as the short distance track championships, and he made up his mind that if Osmond and the rest of them could do this he could also.

"So he extended his practice spins, putting in five or ten miles after doing some sprinting, and once he rode about twenty or twenty-five miles. But until he started in the race he had never gone anywhere near fifty miles at speed, and he was about the only one in the American camp who had faith in his lasting qualities. Bless you, though, he lasted all right, and won just about as easy as he did any of the other races.

"It was much the same way with poor Harry Elkes. I remember well when he made his first big coup. It was back in the late 90's—about '97, if memory serves, and Tom Linton was in the heyday of his glory. He and Elkes were matched to ride an hour behind pace at Philadelphia, Elkes being an eleventh hour selection, the man originally picked for the purpose having been hurt or something of the kind. Up to that time Harry had been dubbing around, riding sprint races and slowly making his way up toward the front. But he was very far from being a top notcher even in the sprints, and as for long distance plugging—well, no one had ever given him a thought in that connection.

"I think the race took place at the Willow Grove track, then only built a short time. Linton's only anxiety was to have Elkes make a respectable showing, and he prepared to take things easy so as to put some heart in the Glens Falls boy and not make it a runaway at the start. But it proved to be almost that, only the shoe was on the other foot. Elkes took the bit in his teeth almost at the pistol fire, and, getting a slight lead

before Linton knew what was happening to him, he kept on and widened the gap until he had lapped the Welshman repeatedly.

"The news went all over the country, and Elkes jumped at once into the position he ever afterward retained. He was a long distance star of the first magnitude, while that night—it was a Saturday night—Linton's decline began. He was never able to do as well after that, although he tried hard and for several years was able to keep pretty near the top.

"To return to Kramer, I think that he shows that a good man can shine at any distance. It is all a matter of training and of confidence. Let a man think he can do a thing, and make some preparation for it, and the chances are that he will win out."



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

C. R. C. A.'s 160 Mile Tour.

The Century Road Club Association has planned a Fourth of July tour from New York to Lancaster, on which all riders will be welcomed. The June Bulletin of the association contains the following notice in relation to it:

"All arrangements have now been completed for a fine time, both at Lancaster, Pa., and en route. The distance from New York to Lancaster is 160 miles. The Editor won't give us any more space to go into full details, so if you want a bully good time at little expense you had better see Mr. Jones and get your name down as one of those making up the party. Run will leave clubhouse on Wednesday morning, July 1, at 8 o'clock, taking train to Newark, N. J., and thence wheeling to Philadelphia and Lancaster. The pace will be very slow and no cork pulling will be permitted. This is not a stag affair. Arrangements will be made for any ladies desiring to take in the trip. A good time is promised us at Lancaster."

It is understood that Hugh McLean is to withdraw from the paced circuit. Howard B. Freeman is a candidate for this place.

HIS BEST SALESMAN

Veteran Brooklyn Dealer Uses a Racycle as a Demonstrating Machine.

"The gear? That one is 93 inches. Jump on it and take a ride. Then you will tell me that it is the slickest machine you have ever ridden." The speaker was Alexander Schwalback, the veteran Brooklyn dealer, and he handed a new Racycle to the Bicycling World man and pointed to the door.

Thus forced, willy-nilly, the machine was taken to the curb and mounted. The jump from a 73-inch to a 93-inch gear is rather a big one, and the climb of the long Flatbush avenue hill was not apt to render it any less noticeable. The conditions, therefore, were not exactly favorable, nor conducive to an optimistic view of the machine.

The first thing noticed was the sweetness of the running, both uphill and on the level. Each push on the pedals told, as the way the machine shot forward showed. There was no dissipation of power; the frame stays were rigid, and no amount of pushing on them sufficed to bring about any whipping. The machine ran without sound, too. Perfect alignment of chain wheels and scientific cutting of chain teeth were apparent, and the "purring" as the chain rolled over the sprocket teeth was so faint as to be scarcely distinguishable. The set of the handle bars was just right, and the saddle was in such a position over the crank hanger that pedalling seemed easy and natural. There was, too, a rocklike solidity about the whole machine that was pleasant to feel, yet when picked off the ground it was found to be light—almost a featherweight.

The appearance of the machine was attention compelling. The big sprocket wheels—40 and 12 teeth—the attractive lines, the part nickel finish of the front forks, sufficed to cause people to turn and look at it.

At the end of a five-mile spin the wheel was returned to the waiting Schwalback, with the remark that it would do.

"Nearly every trial makes a sale," was his response.

Revolutions Affect Rubber Prices.

It is said that owing to the revolutionary movements in Bolivia and Brazil, chiefly in the district of the Amazon River, the speculators and merchants there found themselves obliged to influence the rubber market by withholding supplies to such an extent that fine Para rubber has increased in price within a year by 50 per cent. This rise, which applies to fine raw Para rubber, has, of course, resulted in a similar rise in the price of other kinds of raw rubber in the various markets.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

MOTORCYCLES AND NEW LAW

(Continued from page 366.)

foot passengers, or when passing persons driving horses, or when passing intersections of a main highway, or when passing public schools during school hours, or churches on the Sabbath day.

Chapter 625 of the Laws of 1903 does not expressly repeal or modify Section 666 of the Penal Code. Section 666 of the Penal Code, however, is clearly modified by implication to the extent to which its provisions are inconsistent with the provisions of Chapter 625 of the Laws of 1903.

COCKS LAW STILL IN FORCE.

In other words, Section 666 having made it unlawful for a person to operate an automobile or motor vehicle at a rate greater than eight miles an hour in a city, except where there is an ordinance permitting such greater rate of speed, and there being no such ordinance in force and effect in the city of New York, said Section 666 of the Penal Code is still in force, except in so far as limited or modified by Chapter 625 of the Laws of 1903. These limitations or modifications are: Permitting a speed:

1. Up to fifteen miles per hour where the houses in a city, upon any highway, are more than one hundred feet apart, except as further limited by 2, 3 and 4 seq.

2. Up to eight miles per hour where the automobile or motor vehicle "shall pass a person driving a horse or other domestic animals, or foot passengers walking in the roadway of the highway, or cross and intersecting main highways." This provision relates to all parts of the city, including those parts where the houses are more than one hundred feet apart.

3. Up to ten miles per hour while passing a public school, on the days when school is held, between 8 a. m. and 4 p. m.

APPLIES TO POST OFFICE STATIONS.

4. Up to ten miles an hour while passing a building of public worship on the Sabbath day during the usual hours of service. Both the limitations Nos. 3 and 4 apply where the place of public worship or school is situated in a part of the city where the houses are more than one hundred feet apart; for in closely built up portions of the city the eight mile per hour speed applies.

5. Up to eight miles per hour upon any highway within a distance of one-half mile of any postoffice, if the local authorities indicate by an appropriate sign that speed is to be reduced to the rate of eight miles per hour. This provision would apply to the city of New York anywhere within half a mile of the postoffice or any of the various stations of the Postoffice Department, at such time as the local authorities may hereafter erect the signs required by the statute.

WHAT THE LEGISLATURE MEANT.

In considering the foregoing limitations we have not referred to the power of the authorities having charge or control of the parks or highways. These authorities have

plenary power to pass, enforce and maintain regulations, ordinances or rules regulating the speed of automobiles or other motor vehicles in public parks and upon highways and driveways in the city of New York under the exclusive jurisdiction and control of the Department of Parks of said city.

In construing this statute in relation to the facts presented in this case it is necessary to determine what the legislature meant in its reference to the parts of a city where the houses upon a highway are more than one hundred feet apart. This provision was not intended to refer to isolated instances, where by reason of the tearing down of buildings or some other cause there are spaces where houses are more than one hundred feet apart, although such places are in the closely built up portions of the city; nor was it intended to refer to those parts of the city fronting upon parks like Central Park, where no houses are situated on one side of the highway, but where the other side of the highway is closely built up. It was clearly intended to apply to the outlying districts of the city, where there is not so great a use of the highways; and therefore in such outlying districts, although here and there there may be houses close together, yet the permissible rate of speed is to be determined by the general character of the neighborhood—that is to say, the distance generally of the houses from each other.

In the case at bar there is no evidence that the defendant passed a school during school hours, or a place of public worship on the Sabbath day, or a person driving a horse or horses, or other domestic animals, or foot passengers walking in the roadway of the highway, or that he crossed an intersecting main highway, or that he was within one-half mile of a postoffice, and that notice thereof was duly posted on the highway. It is true that there is testimony that over the particular distance where he was timed the houses were less than one hundred feet apart; but it also appears that the general character of the neighborhood was that of an unbuild portion of the city.

It is clear, therefore, that the defendant was not violating Chapter 266 of the Laws of 1902 in speeding at a rate of more than eight miles an hour.

The only provision of law therefore applicable is Section 167 of the Highway law, which is unamended and now in force and effect. This section provides as follows:

"Use of Highways by Automobiles.—No person driving or in charge of an automobile or motor vehicle on any street, avenue, parkway or driveway in this State shall drive the same at any speed greater than is reasonable and proper, having regard to the traffic and use of the highway, or so as to endanger the life or limb of any person."

"REASONABLE AND PROPER" SPEED.

What is a reasonable and proper speed must be determined by the court. There being no restrictive ordinance, it may be that in the unsettled parts of the city not coming within the limitations above de-

scribed a rate greater than fifteen miles an hour would be a reasonable and proper speed. Chapter 625 of the Laws of 1903 has, however, practically determined what was the minimum which could be considered a reasonable and proper rate of speed for the kind of locality in question; for, by enacting that no ordinance could be passed by the authorities of any municipality requiring a slower rate of speed than fifteen miles an hour in localities such as that in question, the legislature has declared that, in any event, fifteen miles per hour is a reasonable and proper rate of speed in such locality with due regard to the traffic and use of the highway and the safeguarding of life and limb.

The testimony having shown that the defendant operated a motorcycle at the rate of fifteen miles an hour, that rate was reasonable and proper, as above described, and therefore the motion to dismiss must be granted, and the defendant is acquitted.

A Temporary Spoke Repair.

In the event of a wheel getting much out of true owing to the breaking of a spoke the machine may be made rideable by bending the broken wire into a hook or loop from the rim. A piece of strong but fairly fine cord should then be tied round the hub and passed between two spokes on the opposite side of the wheel, the ends being brought up on each side of the hub centre outside the flange carrying the spokes. They should then be tied as tightly as possible to the broken spoke, and a short piece of stick or stout wire passed between them. As this is turned round the cords will be twisted, and in this manner a good tension may be attained. When tight enough, the ends of the stick or wire should be placed behind the spokes on each side of the broken one and securely tied to them. A wheel will run miles in perfect safety when repaired in this way. As a rule a good wheel will not be affected temporarily by the loss of one spoke, but this is not always the case, as some strain may have set the rim over so that it is impossible for the wheel to be true without the spoke which is broken, and, of course, the chances are that the shocks which broke the spoke will also have damaged the rim.

To Show the Breaking Strain.

One method of testing tubing is to put a section of the tube in a lathe, gripping one end in the chuck and supporting the other in a ball bearing. A bearing is then placed in the middle of the section of tube, also provided with balls to reduce friction, and this bearing is made to deflect the tube a certain amount, depending upon diameter and gauge.

A revolution counter is placed at the extremity of the tube, and it is started in motion and allowed to run until it breaks. While running it requires no attention; but when it breaks the revolution counter, of course, stops and shows how many times that tube has been deflected before failure.

VALUE OF OLD FILES

Chisels, Punches and Similar Light Tools are Easily Made From Them.

As a matter of convenience, chisels, drills, punches and tools of a light character are often made from old files, and while some answer well, others fail, and fail chiefly because they were not properly treated, says Walter J. May, in the *Practical Engineer*. In selecting the files to work up, squares usually are the best and the flue-cut kinds are to be preferred, as the metal is not bruised so deeply as with first cut and rough files. Of course, in a workshop where files are plentiful, no very great care is taken in making up chisels, but where they are wanted good a lot of time is taken, and eventually it is cheaper to buy hexagon or octagon tool steel than to work up scrap files, unless the smith has "nothing to do and plenty of time to do it in."

The first thing to be done is to soften the files, and this is most easily done by placing them in a flue where they will remain at a dull red heat for from five to twelve hours, the object being to anneal them right through. Or make them slowly, but thoroughly, hot right through in the forge, drawing to a bright cherry red, and then allowing to cool slowly; but this leaves the metal rather more brittle than when the first process can be adopted.

Having the files annealed, they should be ground until the cuts are removed, as this gives the best metal to work with; but this grinding is not absolutely necessary, and in the trade workshop is rarely done, save to kill time, as with proper tools at the forge, and skilled men to use them, the metal is worked up decently. Still, where there is time, one may as well do things well. In forging, the files should be made to a full red, being careful to heat with a low blast, and take time to get the centre of the steel hot, or you will split it up when you commence to use the hammer, high carbon steel being very different from iron, and can be melted on the outside under a strong blast while the centre is hardly red hot. Cut off the tang of the file to get it out of the way first, then draw the bar down to an octagon shape with the hammer, and finish with a safe hammer or flatter if you have a striker, but if not the hand hammer must do all the work. The blows of the hammer must be dead ones given with some force, and while not having the metal above a cherry red it must not be hammered back, or it will split, and the cracks will probably not show until the tool is tempered and maybe ground. Having drawn the metal into the right section, the cutting end, if a chisel, or the shaped end, if a punch, must be drawn down, after which the tool should be cut off for use in a ratchet brace should fit properly without packing.

When the tools are forged they should be

filed or ground up preparatory to hardening to the right length and the head finished. Drills will have the heads made square, or of the shape best fitted for the chuck or stock in which they are to be used, and those and tempering, and then very carefully examined to see if any cracks exist, and if the work has been properly done, filing will be quite an easy job comparatively; but, of course, all kinds of filing is hard work when persisted in. In all tools a bright side should be made for the color to run on, as it is thus more surely seen.

In tempering, the tool should be made a full blood red for a sufficient distance from the end to enable the heat to cause the color to run, and this heating should be slow enough to cause the centre of the tool to be practically as hot as the outside—there is always a slight difference, perhaps a dozen degrees—and dip in hot water to blacken the surface. Rub the brightened side at once with a piece of dry sandstone, and watch the bands of color move down until the purple band just reaches the end, and then quench at once in hot water. If you have the yellow shades on the edge of tools made from files, you will find them very liable to split and chip off, but with many of the tool steels the yellow shades are right. Carpenters' and shoeing-smiths' rasps, when made into tools, should be tempered to the yellow shades, as the steel is usually of a milder quality than that used for ordinary files, and consequently the higher tempering is necessary.

In hardening and tempering high carbon steel, always use hot water, to reduce the shock given to the metal, and dip the article steadily and not too rapidly into the water with a circular motion. If you dip high carbon steel to a given point into cold water and hold it here, you will in all probability get water cracks, and with chisels, punches and the like kind of percussion tools such cracks are often dangerous, as the tool breaks off suddenly and the fingers get more or less smashed or damaged.

Be careful also that you do not overheat or "burn" the steel in forging, or about a couple of blows will smash the tool; and in annealing, if you must plunge the metal into anything, use thoroughly burned ashes, free from carbon or sulphur. If you use ashes holding carbon, the steel in cooling will absorb some and become harder; if you have sulphur present, its brittleness will be increased; and if you use lime on the carbon the surface tends to burn out, and thus soften the outside of the steel and make it awkward to work with.

As a rule round files do not forge well, but with some makes they work worse than others, and decidedly, round files are inferior to square ones for punches, as there is a tendency to avoid forging sufficiently, and this alone is a point which is often fatal to many tools made from scrap steel.

Thin flat files, when annealed and ground, may often be drawn down and made into stiff hacksaws, but the hardening and tempering presents a considerable amount of difficulty. The teeth are cut with a three-

cornered file, and the blades ground thinner at the back than at the front. After hardening, the temper should be drawn to a purple on a plate heated bright red, the blades being turned over from time to time to keep them equally heated. Unless the color is equal from end to end the saws are not up to much, and in this lies the difficulty.

Wired on Versus Beaded Edge.

A discussion is being waged on "the other side" regarding the popularity of the beaded edge and the wired varieties of detachable tires. It was started by an article that appeared in the *India Rubber Journal*, in which Dr. Weber, who is regarded as a great authority on technical and scientific questions concerning the manufacture of rubber, asserted that the wired on type of bicycle tire has been "distinctly on the wane for some years," and that its place has been taken more and more by the beaded edge attachment.

To this statement the Dunlop company, who, being the owners of both patents, are in a position to speak with authority on such a matter, have entered a most emphatic protest. They contend that as Dr. Weber has no access to the actual output returns of the various firms engaged in tire manufacture in this country, his assertions can amount to nothing more than mere surmises; and in support of their protest against Dr. Weber's assertion the Dunlop company makes a definite statement to the effect that, so far from the beaded edge type of tire taking the place more and more of the wired on variety, the exact contrary is the case, the ratio of increase in the output of the wired on type being far greater than that of the beaded edge type. Further, they state that in making their calculations they have made no allowance for the enormous number of bogus and infringing wired on tires sold annually in Great Britain, which they estimate at fully 200,000. Pirated tires of the beaded edge type are practically non-existent in England owing to manufacturing difficulties.

Reaching the Thousand Mark.

The Century Road Club Association this week reached a membership of 889, and the directors have decided to make a special effort to reach the thousand mark by August 1, and a prize is offered for the member bringing in the largest number of recruits before that time.

Five bicycles have been ordered for the use of the Edinburgh police. They are the first thus used in the Scottish capital.



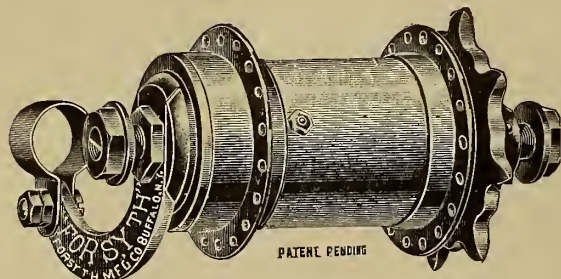
"D. and J." Hangers
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Absolutely the BEST.
WHY?
They are Mechanically Correct, Accurately ground, Lightest, Nearest Duet and Water Proof, Neatest in Appearance, and they are used by the best Manufacturers and ridden by the best Professionals and Amateurs of America.

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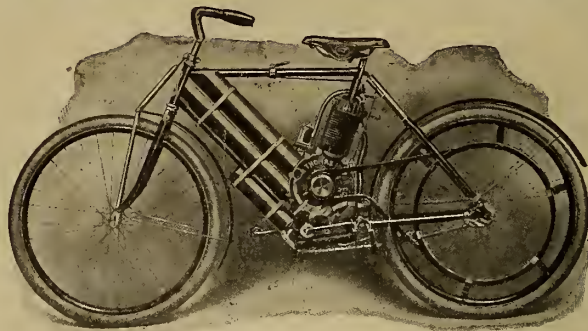
The FORSYTH



Do you know of even one other that
is as adjustable as the bearings and
other parts of your bicycle?

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WE SELL MOTOR BICYCLES FOR USE
WE FILL YOUR ORDERS AT ONCE
NO WAITING TILL THE SEASON IS OVER



A CASE IN POINT

E. R. THOMAS MOTOR CO., Buffalo.

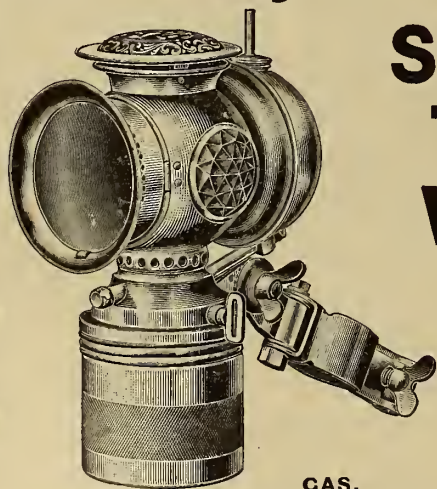
Gentlemen:—I arrived home all O. K. on my Auto
Bi I purchased of you June 3d, making a distance of 70
miles in 4 hours on country roads. I did not leave the
saddle to give the machine any attention whatever during
the entire distance. Yours respectfully,

C. E. Beyers.

We have recently issued an attractive booklet
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Seven successful seasons stamp SOLARS
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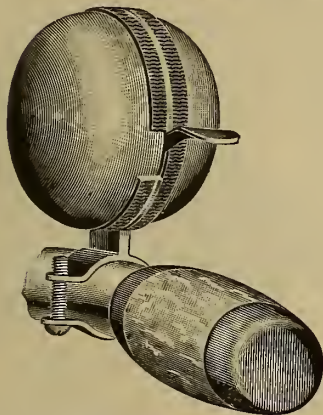
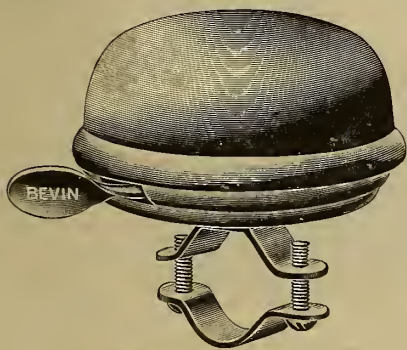
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You
Can Depend
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THAT BEARS THE IMPRINT

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and we make so many patterns of them that we can please all classes of purchasers.

Bevin Bros. Mfg. Co.

EAST HAMPTON, CONN.

Racing Men Insuring Themselves.

Several of the leading riders and pace-makers are taking out insurance policies on their lives, there being one company which will take the risk.

Harry Elkes carried an insurance policy for \$5,000, but owing to the fact that the muscles around his heart had hardened, and he had what was termed “bicycle heart,” there was a provision in the policy which stipulated that at the end of one year in case of death by accident \$2,200 would be paid, and each year the amount increased until at the end of five the policy stood for its face value. He had carried it only one year, and his mother, in whose name the policy was payable, will receive only \$2,200.

In racing on the heat plan the men draw and one gets a bye. The other two race, and after the first heat the defeated man competes with the holder of the bye. The winner of the second heat then meets the winner of the first heat in a final. A summary of the circuit results follows:

What Taylor Taught Them.

Australian riders have closely watched the foreign racing men who invaded their shores during the last season, and believe they have learned something. One racing man has delivered himself in this wise:

“When selecting your machine, either for path or road, do not pay too great importance to the weight of the frame. A few pounds more or less do not make any appreciable difference; but what is most important, and what was achieved by our recent Continental visitors, is to have everything moving, i. e., wheels, chains, sprockets, etc., as light as possible.

“As to handles, don't get the lowest you can, so as to throw too much weight on the arms and shoulders. A close study of the methods adopted by ‘Major’ Taylor has elicited the fact that when sprinting he sits fair on the saddle and uses his legs, not his shoulders. Did Taylor use low handles this position could not be obtained. As a general rule, it is recognized that the lower the gear the higher the handles should be.”

How He Prevents Head Breakage.

A rider whose mind ran on the danger of head breakages at last decided to fix his own machine so that it could not leave him in the lurch.

“All that is necessary,” he says, “is to get a piece of ash or birchwood, enough to make a nice tight fitting plug four and one-half inches long, to fit up past the fork crown and well into the steering column. By a tight fit is meant shaping the plug truly cylindrical with knife and file, and then hammer it in tight from the crown end of the tube. The wood must be perfectly well seasoned and dry. There must be no chance of shrinkage. To get the plug in will mean taking out the front wheel, and it is important to make sure there are no pegs or pins projecting inside the tube and such as would prevent the plug going in. If there are any they can be cut off with a metal chisel.”

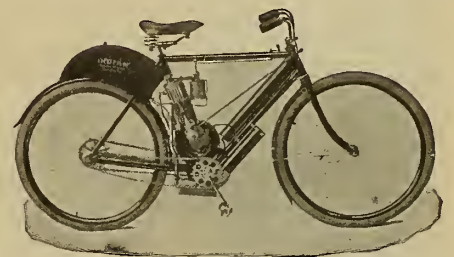
IN THE
New York Motor Cycle Club's

HILL CLIMBING CONTEST,

May 30th,

THE

1 $\frac{3}{4}$ h.p. INDIAN



WON

| | | |
|------|---|-------------------------|
| 2nd, | . | Time, .55 $\frac{2}{5}$ |
| 3rd, | . | “ .58 $\frac{1}{5}$ |
| 4th, | . | “ 1.01 $\frac{1}{5}$ |
| 5th, | . | “ 1.01 $\frac{2}{5}$ |
| 6th, | . | “ 1.02 |
| 7th, | . | “ 1.05 |

Only stock machines were used, such as are in every day use and such as can be safely used on any road or any hill by any one. The power, weight and size of the INDIAN are not abnormal. In the contest the best a 5 h. p. two-cylinder machine could do was to beat the INDIAN 4 2-5 seconds, which should be enough to decide the choice of any thinking man.

SCALPS

TAKEN BY THE INDIAN ON DECORATION DAY:

First in five miles open at Vailsburg, N. J. ; first and second in five miles at Readville, Mass. ; first from scratch in five miles handicap at San Francisco.

HENDEE MFG. COMPANY

SPRINGFIELD, MASS.

Handle Bars for Comfort.

The position, slope and width of handle bars in relation to the rider make all the difference between comfort and the other thing. When seated in the saddle the rider's hands should fall easily upon the handles, with the arms slightly, but not too much, bent, and the latter should not be exactly at an inclined right angle to the body, but should slightly diverge from the body. If the arms are at right angles, or more nearly approached, the chest is contracted and the breathing is not as free as it should be. Cyclists should not forget that at times cycling makes more demand on the lungs for a short period than any other exercise; and, if a too narrow bar is used, the lungs

cannot expand to their full extent. Width and height of bar, together with the angle of the handles, should be carefully considered by the man or woman who would be comfortable and desires to ride to the best advantage.

Ever since the inauguration of the Paris Bordeaux race some evil minded person makes it a point to strew the road with nails in order to puncture the tires of the competitors. A specially made nail is used, which is so weighted that it always falls point upward. It is impossible to realize the object of this senseless piece of malice, but the author or authors of it are persistent, and the night before the race these nails spring up like mushrooms and in thousands.

Tires for the Track.

Seeming trifles assume large proportions with racing men, and they never miss a chance to obtain increased speed. They will use paper-thin tires and risk puncture rather than go to something a little slower. Even in the matter of putting on tires they are particular. According to one of them, racing tires should dry on the rim before being used, as the application of a soft cement just prior to going on the track prevents that feeling of "life" which a good tire should possess. A little naphtha mixed with hard tire cement has been found to answer admirably when allowed to set, and also gives the tire the requisite elasticity.



We conceived the idea of Spring Seat Post.
Made one.
It was pretty good.
Didn't satisfy us, though.
Tried again.
Better results.
Combined thoughts and efforts.
Results:

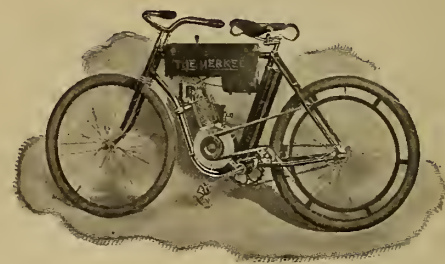
Smith's Two-Roller Spring Seat Post.

Satisfactory.
Try one and be convinced.
One sells hundreds—
Our Riders know why.

D. P. HARRIS, 48 Warren St., New York,
Eastern Agent.

JOS. N. SMITH & CO., Detroit, Mich.

The MERKEL



Not the fastest motor bicycle, but the most practical and most reliable one and fast enough for any normal man—the kind we appeal to.

Our catalog will inform you regarding its many remarkable and exclusive features.

THE MERKEL MFG. CO., Milwaukee, Wisconsin.

We're forced to build the best bicycles possible.

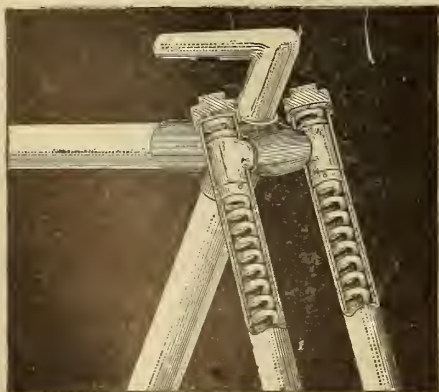
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MORE THAN HALF OUR OUTPUT IS ABSORBED AT HOME.

The other half is distributed among a few wise dealers who recognize a good thing and stay with us year after year.

Do YOU wish to be one of them?

APEX WHEEL CO., Rochester, N.Y.



THE "REGAS" Spring Frame

Brings Cycling Luxury within the reach of all. Eye-pleasing, practical and sold at a popular price.

Thousands of "REGAS" Spring Frame Bicycles in use and not a single dissatisfied customer.

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WE HAVE IN STOCK

5000 Garford Saddles

on which we can quote deucedly interesting figures to jobbers and large dealers. Are you open for quotations?

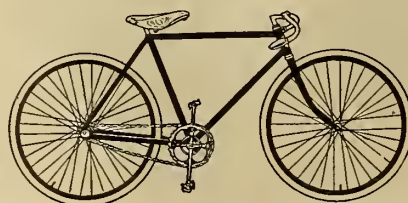
BOSTON CYCLE & SUNDRY COMPANY,

J. M. LINSKOTT, Manager,

48 Hanover Street,

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HIGH-GRADE BICYCLES



The FOWLER,
The MANSON,
The SHERMAN.

WE MAKE OUR OWN WHEELS
They are known the world over.
They have always given satisfaction.

WE SELL THE BEST BICYCLES THAT RETAIL AT \$25.00.
WE SELL THE BEST BICYCLES THAT RETAIL AT \$35.00.
WE SELL THE BEST BICYCLES THAT RETAIL AT \$50.00.
We have always made these three grades and values, and we shall keep on making them.
Our bicycles are unquestioned for durability and for speed qualities.
We have ample capital and increased facilities. New Models for 1903.
Write for Catalogue and apply for Agency NOW.
FOWLER-MANSON-SHERMAN CYCLE MFG. CO.,
241-249 South Jefferson Street, CHICAGO, ILL.

What a Good Bicycle will Stand.

The wear of machines is very much a question of speed and pressure; small and light machinery will run a long time without wear. Thus a watch a hundred years' old still runs well. It has ticked 240 times every minute, and must, therefore, have given a total number of about 12,600,000,000 ticks. The wear of each contact of the escapement must be practically nil, the parts being free from dust, which is, probably the chief cause of wear in exposed machinery.

Similarly in a well made high speed cycle motor the tool marks will still be visible in the cylinder after several years' running. A year's work may represent 200,000,000 passes of the piston over the surface of the cylinder. It is thus obvious that under good conditions the wear of good material is of too small an amount to be calculable. Yet as soon as there is an excess of speed or pressure wear takes place quickly.

Even the ordinary bicycle does some remarkable work. In running such a machine five thousand miles in a year—not an exceptional mileage, it will be admitted—both the front and rear wheel bearings make 3,770,000 complete revolutions, the calculation being made on a 28-inch wheel, while the pedal and crank hanger bearings record nearly one-half as much. Yet it is well

known that good machines will run for years without any material deterioration in the bearings taking place.

Watch as an Oil Indicator.

To some motorcyclists the necessity of oiling every twenty or twenty-five miles is irksome, as well as one of the most difficult things to bear in mind. This distance represents to the average rider, say, an hour's run. Taking advantage of this fact, a German rider suggests a method of converting a watch into a useful indicator. On the rear side of the glass an arrow should be painted with india ink. In most watches the glass is not so tightly fitted that it cannot be rotated by the hand. Thus the arrow may be brought into line with the figure representing the hour when the crank chamber requires a fresh charge of oil. If the watch be fitted in a carrier on the handle bar the utility of the arrangement will be increased, the rider having no need to trust to memory as to the time of oiling up.

In front of the establishment of a Glasgow repairer—a rigid Calvinist—hangs a sign reading as follows: "Broken down bicycles received in the yard on Sundays as a work of necessity and mercy. No repairs executed on the Lord's Day; such will be promptly attended to on Monday. Terms moderate and satisfaction guaranteed."

Cleats and Toeclips in Racing.

Take two men of equal speed. One of them will beat the other on the track, and on the road the defeated one will turn the tables. A well known racing man who has studied this problem claims that ankle throw causes it, and illustrates his point as follows: The track man rides with the pedals set well toward the toe, this giving him great sprinting power and a much longer ankle throw. The road rider's pedal is fixed well toward the middle of the foot, giving him greater power, most of the work being done by the thigh. If a path man wants to hold his own on the road he will have to move the cleats on his shoes half an inch further back, and he will be surprised at the result. To the road rider who aspires to fame on the path: Move your cleats forward or have the toeclips well back.

Locating Small Punctures.

In order to locate minute punctures one rider has recourse to what he terms the smoke test. This is how he does it: "Take out all loose parts of valve, puff about six mouthfuls of smoke into the tube (to keep it from coming out, keep finger over hole inside), replace valve and put a few strokes of wind into the tire and let it remain for about five minutes, when all round the puncture about the size of a pea will be stained brown with nicotine."



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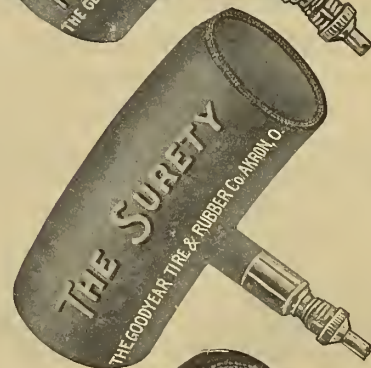
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FOR SALE—Mitchel motor cycle, \$115.00. In perfect condition. WM. GRUND, JR., 521 Beville Ave., Indianapolis, Ind.

FOR SALE—Holley Motor Cycle in perfect order with three important improvements added. First offer of \$125 takes it. LEAVENWORTH AUTO COMPANY, Leavenworth, Kansas.

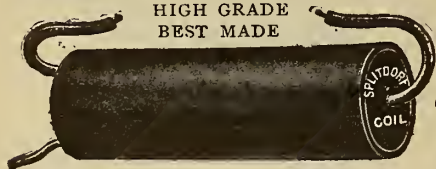
THE POSITION of Factory Superintendent is open to a man experienced in the production of high-grade bicycles. Address F. F., care of Bicycling World, New York City, giving age, experience, salary expected and references.

WANTED—Experienced tire man, capable of taking charge of sale of tire product of a large manufacturing concern. Must be a good correspondent, and an experienced and successful tire salesman. State age, experience, references and salary expected. Address, "PNEUMATIC" care Bicycling World.

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India Rubber Defined.

India rubber is defined as a hydrocarbide extracted from the juice secreted by the protoplasm of a so-called primordial cellular tissue of a great number of trees, shrubs and bindweeds of hot countries, the principal trunks of the tissue being situated in the internal zone of the bark, outside the liber of the bundles and their sclerose sheath when it exists. It is a moot point whether the carbide is necessary to the life of the plant, but the weight of opinion is that it is. If an incision be made on gum bearing plants there flows out latex, a juice somewhat resembling goat milk, and this, under suitable manipulation, abandons its suspended globules—not more than two to three micro-millimetres in diameter—to form a white solid matter, the india rubber. Latex has the density of cream, is slightly amber colored and mixes with water, but not with any rubber solvent. Para latex contains about 32 per cent of pure rubber, 12 per cent of albuminoid extracts and mineral water, and 50 per cent of water. Only the tract of country between 30 degrees north latitude and 30 degrees south latitude—a belt, say, 500 miles wide—yields rubber plants of commercial value.

Wood for Frames.

Wood designed to be used as a substitute for steel tubing in bicycle frames and other articles is subjected to a special treatment which bears some resemblance to vulcanizing. The word vulcanizing cannot be taken in the same sense as it is used for rubber, since sulphur does not enter into the composition. The substance used for improving the wood is sugar, which is poured into the pores in a boiling condition. The whole treatment takes only a short time. When dry the wood has become very firm and hard, and even hard wood can thus be much improved. The wood loses also the tendency to split, and does not wear out by constant friction. Tests with wood thus treated are said to have proved very satisfactory.

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154 NASSAU ST., NEW YORK.

The Week's Patents.

730,622. Bicycle Balance. Milton L. Edmunds, Bandon, Ore. Filed Feb. 2, 1903. Serial No. 141,554. (No model.)

Claim.—In a bicycle, the combination of a steering fork having a stem pivoted at its base and near its upper end with angular portions, a head tube in which the stem is adapted to turn, and having an angular contraction in its bore at a point intermediate the angular portions of the stem, and a coil spring in the head tube and through which the steering fork extends, said spring having angular collars at its ends engaging the angular portions of the stem, and having on its intermediate portions an angular collar engaging the angular contraction of the bore of the head tube, substantially as described.

730,649. Carburetter for Explosive Engines. Carl O. Hedstrom, Portland, Conn. Filed May 10, 1902. Serial No. 106,719. (No model.)

Claim.—1. In a carburetter, a hollow cylinder constituting a mixing chamber provided with outlet and inlet openings at opposite ends thereof; a flange on the interior wall of said chamber, a tubular valve member for said outlet opening fitting closely said chamber and seated on said flange; a tubular extension of reduced diameter on said valve member, air ports through the wall of the valve member and flange communicating with an air passage between said tubular extension and the wall of said chamber, whereby the rotation of the valve member will increase or diminish the area of said air ports coincidently with the increase or reduction of the area of the outlet opening, together with a suitably connected supply nozzle located within said tubular extension of the valve member.

How to Use a File.

A new file should always be used with a light pressure on the work until the needle-like points of the teeth are worn away; after this a much heavier pressure may be used with less danger of breaking off the teeth at their base. Many new files are violently diminished half their efficiency by a few careless strokes when first applied to the work. Do not use a new file on the chilled and gritty skins of castings, or on a weld where borax or any vitreous fluxes have been employed—no file can endure such usage. Every filer should be required to keep a worn file with which first to attack the rough, gritty or oxidized surface of iron work, and thereby pave the way for more efficient work with his sharp files. A piece of gritty or chilled casting that would rapidly destroy the cutting qualities of a new file would produce scarcely any damaging effect to a worn one. In filing steel better results can generally be obtained by using files of a grade not too fine; fine grades should be employed according to the finish and delicacy of the work under manipulation. Persons using files should always seek to discover the fitness or adaptability of cut and form of files especially suited to their work.

"A. B. C. of Electricity."

"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

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| " Syracuse | 7.55 " | 11.25 " |
| " Rochester | 9.45 " | 1.15 " |
| " Buffalo | 11.40 " | |
| " Toledo | 5.55 A.M. | 8.25 " |
| " Detroit | | 3.15 P.M. |
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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, June 27, 1903.

No. 13

L.D. PARKER MAKES VACANCY

Resigns Office of President of Morgan & Wright—C. J. Butler Becomes Manager.

Owing to the multiplication of duties imposed by his various other interests Mr. Lewis D. Parker has resigned the presidency of Morgan & Wright, of Chicago, to take effect July 1. Mr. Parker's successor has not yet been elected.

The announcement is also made that Mr. Charles J. Butler, who has long been identified with the tire trade, and has an extensive acquaintance throughout the Western territory, has been appointed manager of the Morgan & Wright plants, and will assume his duties on July 1.

Mr. Butler has broad experience in the rubber business. He was for a number of years manager of the Peoria Rubber & Mfg. Co., of Peoria, Ill., which was absorbed by the American Bicycle Co. when organized, and for the last four years he has made his headquarters in New York as manager of the Single Tube Automobile & Bicycle Tire Co.

While Mr. Butler has no special announcement to make at this time, he is contemplating an aggressive policy in the management of the company, and will probably add automobiles and motorcycle tires to the already varied line of Morgan & Wright goods.

Decision on Business Names.

The United States Circuit Court of Appeals for the Second Circuit, held, in the recent case of Wyckoff et al. vs. the Howe Scale Co. of 1886, that no one may be excluded from taking up whatever business he chooses by the circumstance that some one else of the same name has made a reputation in it, nor may he be required to conduct such business under an alias, although the conducting of it under his own name may produce confusion in the public mind as to the identity of goods, which no precaution or indication of his may effectually prevent, and that all that is required of him is that he shall use reasonable precautions to prevent confusion, and shall refrain from any affirmative act which may produce it. In the case of a corporation, however, the court said, the

situation is different. The choice of the name is voluntary, such name is an artificial thing which can be selected by its corporators from the entire vocabulary of names, and a body of associates who organize a corporation for manufacturing and selling a particular product are not lawfully entitled to employ as part of their corporate name the name of one of their number, when it appears that such name has been intentionally selected in order to compete with an established concern using the same name, engaged in similar business.

Former Cycle Makers get Discharge.

The "halcyon and vociferous" days of the industry are recalled by the statement emanating from Chicago that "debts amounting to \$1,341,836 were wiped out by Judge Kohlsaat when he granted discharges in bankruptcy to John A. and Alexander Davidson, contractors of the Davidson Brothers' Marble Co.

The Davidson Brothers and the Davidson bicycle are still remembered by old timers in the trade. The Davidsons entered the field when the tide had begun to ebb, and, although they spent money freely, they were unable to stem it. In 1897 they opened a big store in Philadelphia, with the late W. M. Brewster in charge, but it was soon closed.

Lease Springfield Drop Forge Plant.

The Page-Storm Drop Forge Co., of Chicopee Falls, Mass., has leased the plant of the Springfield Drop Forging Co., in Brightwood, and will conduct it in connection with its present business. The two plants will continue practically as at present, but some improvements will probably be made in the Brightwood plant by the lessees.

Crozier's British Side Trip.

On Wednesday of this week D. Crozier, of Dexter & Crozier, Auckland, New Zealand, sailed for England. He will spend a week in the United Kingdom, going to Ireland to witness the Gordon Bennett race. A return to the United States will then be made, and the departure for New Zealand will take place from San Francisco next month.

Tradespeople in New York.

Among the tradespeople who visited New York this week were Harry Walburg, of the Miami Cycle & Mfg. Co.; Harry Fisk, of the Fisk Rubber Co., and W. B. Miller, of the Diamond Rubber Co.

HEADQUARTERS AT CATARACT

Jobber's Convention Plans are Almost Completed—Large Attendance Expected.

Preparations for the convention of the National Cycle Trade Association, which is to be held at Niagara Falls on July 7, 8 and 9, are almost complete. It has been arranged to make the Cataract House the convention headquarters. The meetings of the association will also be held there in the Convention Hall, the managers having tendered its use for the occasion.

Application has been made to the Central Traffic and Trunk Line associations asking that a special rate of a fare and a third be granted to Niagara Falls for those in attendance at the convention. It is thought that this will be obtained without difficulty.

The indications are that there will be a good attendance of the members of the association—probably not short of one hundred. A great deal of work has been mapped out, and many matters of importance will come up for discussion and settlement. As already stated in these columns, the social features of the convention will be minimized and will be purely informal.

Remarkable Consumption Record.

A most remarkable consumption is recorded by C. H. Gibbs, a Titusville, Penn., rider. Using a Model 35 Auto-Bi, he covered a distance of twenty-four miles, using but three-quarters of a quart of 88 per cent gasoline. The smallness of the amount no less than the grade of the gasoline is noteworthy. Figured at a cost of 20 cents a gallon, the usual retail price, the cost for the ride would be but $3\frac{3}{4}$ cents, or only .0015 cents per mile.

Newark, O., Dealer Weds.

George Stream, a bicycle dealer of Newark, O., became a benedict last Wednesday evening. His bride was Miss Fannie Horchler, one of the prominent young women of that city.

Last of Lovell Factory.

The old Lovell plant at South Portland, Me., recently acquired by the Maine Hardware & Equipment Co., capital \$200,000, has just started up under the new owners.

AUSTRALIAN TOPICS

Railway Strike Booms Cycling—Melbourne Club's Projected \$60,000 House.

Melbourne, May 18, 1903.—No doubt you have heard of the great railway strike which occurred this month. The cessation of engine drivers and firemen from work caused a partial paralysis in the State's commerce. Undoubtedly it did harm in many ways, but a thing is very bad that is bad for every one. The strike had ill effects in most trades, but it brightened up the cycle business, as people had to get into the city from the suburbs and surrounding districts somehow. Wheels that had not been used for months were trotted out, and repairers had a very trying time with the creaks in many cases. There was a decided increase in the number of wheels sold and used; they came into the city in droves in the mornings, while at nightfall, when most businesses closed at 5 p. m. to accommodate the railway department, which did not run a service after dark by reason of the new bands engaged, the congestion of traffic of all kinds was extremely great.

The motorcycle is making good headway, and one of the things which give it a fillip is the Dunlop motorcycle road race, which is to take place on August 22. The Dunlop Tire Co. of Australia has taken the matter up, and will conduct this race on the same day as its cycle road race from Wannambool to Melbourne. 165 miles, the first motorcycle to start about two hours after the scratch men in the cycle event. Substantial prizes are offered, the Robert Hurst Cup, valued at \$100, being the first, together with a gold medal presented by the promoters. Special prizes are also offered for the fastest times. There is sure to be a large entry, as the event is creating great interest throughout the commonwealth, and four months before the contest no less than twenty motocyclists intimated that they would start. The horsepower of the engines is limited, the bore and stroke not to exceed $3\frac{1}{8} \times 3\frac{3}{8}$ inches.

I note in your columns that the question of gears continually comes up. I have before me the issue of March 26 last, in which, on page 773, a rider descants upon this subject. I am with him when he says that high gears are partially responsible for lack of riding—not the decline of cycling. Wheeling has not declined; touring has, partly from the use of abnormally high gears, but quite as much from the fact that cycling has entered and become such a definite part of our daily existence—as a time gainer and money saver—that there is not the same inducement to wheeling abroad in leisure moments, because the novelty has worn off, and some of us are rather glad to give the wheel a rest on those occasions. Thus wheeling, after its evolution from a fad to a pastime and recreation, has again changed its face, and from a utilitarian aspect we

see its strongest side. Touching the experience of the rider referred to, who says that 74 inches gives him no more trouble than did 68 inches, and that he at times felt the lower gear hard to push, as with the higher one, it seems to me that this further illustrates the advantages of a variable gear, if only a two speed. A constant use of the same gear trains the muscles to the point of resistance set up by that gear, and consequently no matter what might be the gear a certain hill will increase the pressure required proportionately.

On the other hand, and taking my own case as an example, when riding my normal gear is 77 inches. I dare say I use it ninety-five miles out of every hundred miles. My muscles are trained to push that gear, hence when a head wind is met with, or a stiff hill encountered, I drop the gear to 58 inches, and with a "77-inch power" easily mount an otherwise unridable (perhaps) grade. In this connection I find that the matter of gears is one of comparison. Further, I believe that one may train himself to pedal a comparatively low gear much easier than he will always find the strength to drive a high one. It is easier to find pace than power. At times, when mounting a long, steady incline, I have thrown in the lower gear and pedalled away merrily, and have entirely forgotten that there was only 58 inches up until long after the hill was mounted. But use and an open mind—no prejudice—had accustomed my limbs to lighter and faster motion, so that I felt no discomfort. But on suddenly changing to 77 inches there was at once a dead, heavy pull on the chain, akin to driving a gear of 100 inches or more. The fact was that I attempted to pedal the higher gear at the same rate (crank revolution) as the lower one, and consequently felt the drag. Thus the matter of gears is largely one of comparison, and with a variable gear this is strikingly made manifest.

The annual report and balance sheet of the Melbourne Bicycle Club, the largest and wealthiest club in the commonwealth, has just been published, and is interesting in detail. This club, it may be remembered, conducts the Austral meeting, and last year, for the first time in many years, it met with adverse weather, as may also be recollected. The track upon which this important meeting is held is of grass, hence rain soon spoils the running surface. Notwithstanding a double postponement the club made a net profit of \$3,474, while the meetings in connection with Robl and Deckentman netted them \$1,280.50. These, together with a small profit in the club account, shows a net profit of \$5,021. At the end of the previous financial year, ending April 30, 1902, the club's assets were \$48,896 and the liabilities \$1,211, leaving a surplus of \$47,684. For the year ending last April the figures were: Assets, \$53,394; liabilities, \$689; surplus, \$52,703. The club is acquiring new premises, which is expected to cost upward of \$60,000. Portions of the building will be let for offices and businesses of other kinds, which will materially reduce the cost of upkeep.

TO BANQUET COL. POPE

Hartford Business Men Unite to Honor Him—July 2 the Date Selected.

Hartford business men are to banquet Colonel Albert A. Pope for the purpose of testifying to their appreciation of him and the esteem in which he is held, as well as in recognition of his efforts in behalf of the city. July 2 is the date selected, and the Allyn House is the hostelry where the feast will be prepared. The Hartford Business Men's Association conceived the idea, and the general advisory committee is in direct charge of the affair. The banquet, which will take place at 9 o'clock, will be followed by a reception, at which the members and invited guests will be given an opportunity to meet Colonel Pope.

On Saturday last, by arrangement, members of the committee boarded the train in which Colonel Pope was en route from New York to Boston, and presented him an engrossed invitation to become the guest of the association. The invitation was engrossed on parchment and contained in a sealskin case. It read as follows:

"The Business Men's Association of Hartford desires to give appropriate expression of the pleasure they have experienced in learning of your decision to again locate in our city and re-establish and manage the great industry which you founded a few years ago.

"We fully appreciate the direct benefits conferred upon our city by this enterprise, with its hundreds of skilled workmen, and also the indirect benefit resulting from securing for Hartford an international reputation through the wide distribution of your products.

"We rejoice that these conditions are to be re-established, and that we are again to have the advantages of your liberal co-operation, counsel and advice in the business affairs of our city. We are deeply conscious of the debt we personally owe you as business men, and, further than this, of the debt the community owes you for the beautiful park you gave our city.

"It is our desire that your return to Hartford be properly marked, and therefore we have the honor to request that you be our guest at a reception and banquet at the Allyn House on the evening of Thursday, July 2, 1903."

It is planned to make the function an elaborate one, and a long list of committeemen, composed of Hartford's substantial citizens, has been secured to lend élat to the affair and make it successful. The decorations of the dining room will be elaborate. It is the purpose of the music committee to prepare an elaborate musical programme, including in addition to the orchestral selections an entertainment in which well known vocal artists will participate.

One of the special features of the event will be the menu card, which will be of rare beauty, and serve as a souvenir of the reception and banquet.

Colonel Pope and the members of his family will be especially escorted to the Allyn House, carriages being provided, and these guests accompanied by the committee on escort.

WYMAN NOW IN OHIO

Transcontinental Motorcyclist Making Rapid Progress on Last 1000 Miles of Journey.

George A. Wyman, the Motorcycle Magazine transcontinental motorcyclist, left Chicago at midweek, after laying up there for repairs since Thursday, June 18, when he reached the Windy City with a disabled machine. Wyman left San Francisco on May 16 to ride from ocean to ocean, and thus become the first motorcyclist to make the across-the-continent journey. In the *Bicycling World* and in the inaugural number of the *Motorcycle Magazine* (published June 15, 1903) Wyman told the story of his ride through California, Nevada, Utah, Wyoming, Nebraska and Iowa. While approaching Chicago, where he arrived just about a month after the start, he met with a series of mishaps, due to the fact that, owing to the lack of reliable roads, he had been compelled to resort to the railroad tracks from Omaha on. This necessarily rough treatment prepared the machine for trouble, and it came in heaps through a fall Wyman took shortly after leaving Dixon, Ill. From this point on Wyman had to pedal it to Chicago, where, after considerable delay, he had his machine put in thorough order.

Leaving Marshalltown at 7 a. m. on the 16th in a drizzling rain, Wyman found most adverse conditions, the wagon road out of town being so bad that he was compelled to take to the railroad tracks; but this proved no better, and he was compelled to walk for several miles. Along the track he had to make excuses to every section boss he met, as no one is permitted to use the tracks. Most of them let him pass, but occasionally he was compelled to deflect to the road till he had gotten out of the supervision of some stubborn overseer, who was not to be put off with explanations, excuses or entreaties. On this part of the journey, while dodging the section bosses, Wyman ran across a wagonload of Indians going to Marshalltown. Immediately his camera came into play, and he secured a very good picture of them, though the old squaw who accompanied the group was much ruffled. When twenty-five miles from Cedar Rapids the battery of the traveler's motorcycle weakened, and he had to walk the last five miles and push because the rear wheel had given out, and every time he tried to use the pedals they acted as a brake. Wyman arrived in Cedar Rapids at 8.30 p. m., and despite his rough experience of the day he covered seventy-five miles.

The transcontinentalist left Cedar Rapids at 9 a. m. of the 17th, having first fixed the rear wheel and procured a new set of batteries; he also took the precaution to stop at a bicycle depot, where he soldered the sprocket lock-nut on the hub. After leaving Cedar Rapids Wyman found a noticeable improvement in the roads, yet these were

far from what might be called even good riding. On this day, the 17th, Wyman reached Clinton at 9 p. m., having covered eighty-five miles, including a walk in the dark for the last few miles. During his stay in Chicago Wyman, who had never visited the city, was much interested in what he saw there, although the delay for repairs was annoying. Wyman determined, however, to leave Chicago with his machine in the best possible shape, and he had it fitted with a new crank, new tires and put in good shape generally, so as to make it certain that he would get through to New York without further mishap.

A dispatch received from Wyman Friday morning, this week, stated that he was at Perrysburg, O., having ridden 126 miles on Thursday.



The Retail Record.

Okemos, Ill.—Frank Allen, new store.
Peekskill, N. Y.—C. H. Winn, new store.
Norwich, Conn.—N. A. Jordan, new store.
Manasquan, N. J.—J. Muldoon, new store.
Danbury, Conn.—H. Cohan buys out James Foy.

La Crosse, Wis.—Marshall Sweet, new shop.

Hinsdale, Ill.—J. Staub buys out H. George Prouty.

Winchendon, Mass.—Eben B. Ellis, out of business.

North Adams, Mass.—J. Richards buys out G. Remmuth.

Salem, Mass.—John A. Kelliher, fire; damage, \$400; insured.

Southbridge, Mass.—Stephen Richard, jr., buys out M. R. O'Brien.

Pardeeville, Wis.—J. P. Merrill moves shop and establishes factory.

Peoria, Ill.—L. F. Gibson and G. F. Court buy out D. A. Stormer.

Lansing, Mich.—J. H. Larrabee buys out the Lansing Capital Electric Engineering Co.

Grand Forks, N. D.—H. P. Knudson buys out Benjamin Hill's interest in the firm of Knudson & Held.

"The Motor: What It Is and How It Works." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

READING STANDARD'S MOVE

Enters the Field With a Taking-Looking Motor Bicycle—Its Chief Features.

Fresh evidence that the Reading Standard Cycle Mfg. Co. is once more thoroughly on its feet is afforded by its act in bringing out a motor bicycle. As is stated in the advance circular just issued, its object in doing so is to supply Reading Standard agents with a machine that will supplement the line of regular bicycles and keep these agents in the front rank. To attain this object the company looked thoroughly over the field and finally selected the Aurora motor as the best and most reliable obtainable.

The machine is designed on the same pleasingly compact lines that distinguish bicycles of this well known type. The $1\frac{3}{4}$ h.p. motor is located in the centre of the diamond frame, taking the place of the usual diagonal tube, and the power is transmitted through chains and counter-shaft to the rear wheel. The arrangement of battery case, carburetter, spark coil, gasoline tank, etc., is both convenient and eye-pleasing. The method of operation is simple in the extreme, the speed being regulated by one lever, which starts the machine, increases the speed, and stops the machine. This lever is easily reached without moving the hand from the handlebar, and it also lifts the exhaust valve so that the machine can be handled without compression in the cylinder. This enables the rider to start without compression and without touching any relief lever or petcock.

Wagner and Brown Collide.

While a dozen amateurs were engaged in a practice spin on the board bicycle track at Atlantic City last Sunday afternoon Henry Wagner, of New York, in attempting to take the lead, crashed into Carl Brown, a local rider. The collision hurled both men some distance, and Brown's head was cut open, he sustaining other injuries. Wagner was cut and bruised. Fred Kind, of New-York, and the other riders were also thrown heavily, but escaped serious injury.



A GOLD MEDAL WIN

AT the 17th Annual Meeting of the New England Intercollegiate Athletic Association at Worcester, Mass., the Intercollegiate Bicycle Championship was won by E. W. Schmidt, of Wesleyan University, on a NATIONAL Track Racer.

IT'S THE SAME OLD STORY, TO BE SURE, BUT STILL INTERESTING AS SHOWING THAT THE QUALITY OF NATIONALS IS ALWAYS UPHELD.

Wise Dealers
are
Pushing Nationals

NATIONAL CYCLE MFG. CO.

BAY CITY, MICHIGAN.

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a tire superior to the

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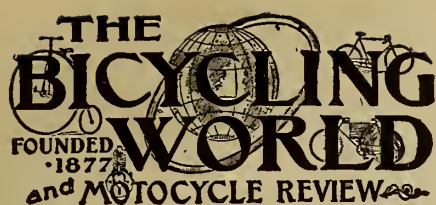
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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should

Address us at P. O. Box 649.

NEW YORK, JUNE 27, 1903.

Get Out!

On July 4 and 5, the double holiday, get out. Get away from humdrum and the toy cannon. For once in your life try a tour a-wheel. Travel far from your own bed and bathtub. Rough it. Forget your ledger and the sickly condition of your bank account; forget even your family if need be. Take a fifty or a hundred and fifty mile journey on cycle or on motorcycle. Pick out a pleasantly diverse country, and don't overdo it. Don't overtire yourself, for that would spoil all.

The fool believes in his heart that those snapshot foods and preparations of the day will give him a new body, new force, new will. It is tommyrot. The remedy lies close to nature and the natural. The man who gains his bread by the sweat of his brow—the worker—needs them not. His body is sound; his sleep is sweet. He fathers the new thinker. His sons shall sit in high places. It is three generations from shirt sleeves to shirt sleeves; but this is not a matter of

chance, as has been thought. It is an edict of nature. Success breeds decay; so does genius. We do not find the latter perpetuating itself.

And you must labor, too; you must sweat. The cycle superinduces both. The dawdle around town or the conventional trip through the park is nothing. Get away from the stale and the familiar. Plan a two days' journey a-wheel. Go far afield; let new and novel scenes fall on the retina. Leave the town; idle by the side of the farm; cross the bridged stream; skirt the forest; ride through the sleepy hamlet and by the quiet river. And then, at night, in some simple little hotel, substitute appetite for Worcester-shire.

Fools and great men have ever loved travel. The big of earth have always rested through change. The ordinary everyday

X.....X
: We consider that the bicycle trade is :
: fortunate in having a first class paper :
: like the Bicycling World, which de- :
: votes its space exclusively to the inter- :
: ests of the business. :
: We believe that every manufacturer :
: of bicycle goods should show his ap- :
: preciation of your efforts by advertising :
: with you. :
: We, further, are of the opinion that :
: such an advertisement would prove :
: profitable, as, judging from our own ex- :
: perience, your columns are weekly :
: perused for news by jobbers and deal- :
: ers. :
: Our advertising contract brings good :
: results, and we are satisfied that it pays :
: to advertise in the Bicycling World. :
: Yours very truly, :
: THE E. H. HALL CO. (Inc.) :
: Rochester, N. Y., June 24, 1903. :
: X.....X

man can do this at times, especially at this time, July 4 and 5, when the tumultuous American world will come to a dead stop. You love to celebrate Independence. Be independent yourself for a moment. Tie a small kit to the handle bar and cycle through the countryside on July 4 and 5 and renew your soul.

Quality First, Then Price.

That all bicycle buyers are keen on the bargain and averse to paying a good price even for a good bicycle is a belief widely—nay, almost universally—entertained.

Like all exaggerations, it has a great deal of truth in it. But it is an exaggeration nevertheless. The steadily increasing number of buyers who want the best regardless of price, and of others who give the dealer carte blanche in leaving their order, proves this conclusively. One metropolitan dealer has sold the highest priced wheels this year

almost exclusively—and his high priced machines are very high, indeed. He finds less and less inclination to haggle over price or to place price ahead of all other considerations. "Give me the best," they say, and they might almost add: "Never mind the price."

Such a movement as has thus been fairly inaugurated means much in improving the bicycle. High as its standard is to-day, it can be made still higher. The work has had a good start, and there can be no matter of doubt that it will acquire strength steadily from now on.

A June Gone Wrong.

A poet once said, "Oh, what is so rare as a day in June!"—and then he proceeded to answer himself in eighteen stanzas. He ranged over all nature; he was almost suffocated with the extent and richness of his own imagination. Had this same poet lived in 1903 he would never have perpetrated his poesy. Had he lived in 1903 he would have written an ode on Quinine or Blank's Expecto-rant. For thus far this June has been sunless and moonless; has, in fact, been devoid of all the earmarks of the queenly month of roses. There has been an incessant downpour, varying from torrent to mere drizzle. All vegetation is dank; so is all mankind. Mud and mackintoshes are the order of the day. As for the night, it matters not—it is all night.

All of which reminds us of a cute little thing we used to write in our school books when we were learning that Spencerian style which has since brought us fame. It runs thusly, "Look beyond the clouds; never despair." We have not looked beyond the clouds—they won't let us—but we have despaired. We have despaired of ever seeing the sun again, though the weather men continue to assure us that, in his own good time, King Sol will again do business at the same old stand. Which leads us to suspect that the king is up to some mischief that he should veil himself from the eyes of men.

Speaking colloquially, this drizzly state of affairs means that for two weeks past everything but meals has been postponed. The paced circuit is a bedraggled mess of postponed meets. On the baseball field, on the road, track and river nothing has been done. Our great Suburban just got there by an eyelash. It rained torrents before and oceans after, and as the horses crossed the wire each had more realty holdings than the average citizen. Such up to date has been the rare June of 1903. And yet we should fall

in our duty not to wind up this little growl without saying, though we hate to do it: Never mind, old fellow; don't be downhearted. The clouds will disperse and the world will again be flooded with shimmering sunshine. Yes, in a day or two the papers will again print the familiar headline, "Heat Kills Five"—and we can hear many voices chorusing, "Well, let her shine all she knows how; we'll take a chance."

Getting Used to High Gears.

A very good point in connection with the use of excessively high gears is made by our Australian correspondent in another column. He truly states that riders strive to maintain an evenness of pedalling, endeavoring to take a hill at the same pedal speed as a level, and only slightly slower than a down grade. He adds that a rider is almost invariably able to become accustomed to any gear, although if it be a high one it will "pull" lamentably on heavy grades.

The aptness of this characterization is striking. We well remember that in the early days of the safety 54 and 56 inch gears were standard. A 60-inch was both high and very unusual. We distinctly recall a ride in a hilly country on a 63-inch gear, and the state of exhaustion in which it left us, while companions with 54 and 56 inch gears were comparatively fresh. We came to the conclusion then and there that high gears were a failure. Yet we successively accustomed ourselves to gears reaching to nearly 80 inches. Other riders have gone even farther, and find no inconvenience—except on the inevitable hill.

It is unquestionably true that even a moderate gear—say 70, or even under—pulls perceptibly on stiff grades, while on the level or down hill it is too low to get the best work out of. What is needed is a change of magnitude—a dropping of 10 or 15 or even 20 inches if a high gear be used habitually. The feet will strive to go around at the accustomed gait, and if they can do so and yet the speed of the machine be slowed, relief will at once be experienced.

It is just here that the changeable gear would score heavily; and it is merely a statement of fact to say that here is its opportunity.

A Forgotten Controversy.

For a controversy that once raged so fiercely that over the respective merits of flush and outside joints has abated amazingly; indeed, it has quite disappeared.

Makers seldom even take the trouble to state in their catalogues that they use one or the other. The few who do, content themselves themselves with the bald announcement.

In part this indifference is due to the decadence of talking points; in part to the fact that either method is sound mechanically, the difference being almost solely one of looks. The outside joint was long used by nearly every maker without a thought of its being esthetically offensive. But the time came when their eyes were opened, and to the great majority of them outside joints seemed crude and unsightly. Straightway they set themselves to correcting the fault and returning to first principles.

For it should be remembered that in the pre-safety days the flush joint ruled, just as it does now. The best makes of high wheels all had flush joints—at the junction of the fork and the neck, the fork ends—both front and rear—etc., and the rider of that day scarcely knew there was such a thing as an outside joint.

As the case with internal fastenings and a number of other constructional innovations, the flush joint at first gave trouble. But that was remedied long, long ago, and to-day joints of this character are quite as reliable as the outside type. A great deal of experimentation and ingenuity was required to bring this about, but persistent effort finally overcame all difficulties. At the same time the very respectable number of makers who still adhere to outside joints have no apologies to make. No one even asserts that they are one whit inferior to the flush type, the sole claim to superiority being in point of looks.

On the Absence of Tool Bags.

The good old habit of carrying tool bags and tools seems to have wellnigh died out. Out of a dozen riders encountered at random the chances are against two of them being thus equipped. Several interesting questions arise in consequence. Do such riders carry tools—say, a wrench and a pump—in their pockets, or are they quite without these useful implements? Second, if they use the pockets instead of a tool bag, is this because the ones supplied are so poor as to be neither ornamental nor useful, or because it is considered the sign of a butterfly rider to have a tool bag attached to one's machine? Third, and last, are machines of to-day so trustworthy that tools are unnecessary? An answer in the affirmative would be very flattering.

Looks Longingly at Bicycles.

"Ride a wheel? No; I never even tried it," remarked an elderly but vivacious spectator of the spirited riding indulged in by several youngsters on one of the uptown cross streets in New York City. A representative of the *Bicycling World* had stopped a moment to look at a youngster who was performing some rather pretentious evolutions, and the elderly gentleman had remarked to him, "I'd give considerable to be able to ride like that." This evoked an inquiry as to whether he rode at all, and he replied as above quoted.

"Looks easy enough," he continued. "I always think it must be easy enough when I see the ease and confidence with which children mount and ride. Somehow it seems to come natural to them. I have argued from that idea that it might not be very hard for me to learn; but I never got that far before I would happen to see some other fellow making his first attempts. Talk about breaking a bronco! Why, it has actually seemed to me as if the bicycle could become incarnate with all the mischievousness of the wildest steed that ever came from a frontier ranch. Of course, I know that the trouble was with the would-be rider; and it always seemed that the trouble would be exaggerated with me.

"Now, look here," he went on, and his manner developed into something of a confidential sort, "I'm going to learn some day if I can only avoid the sight of those lumbering fellows who have no more confidence in themselves than I have in my own ability to ride. It strikes me that all I need is the childlike confidence of those little fellows, and I watch them in the hope of imbibing some of it."

Of course, the man hit the truth. The novice who believes it is hard to learn to ride is certain to make hard work of it. It may be that only lack of confidence deters many from entering into a sport which they know they would enjoy.

The Gasolene Toper.

Much has been said about the temptation the alcohol driven car presents to the impetuous toper, who, deprived of his accustomed libations, will go to almost any length to satisfy his raging thirst. Even denaturalized alcohol is not safe from him, it is said. Now some one has discovered that gasolene affords a vehicle for the hard drinker. To inhale the fumes from gasolene tanks and get into a hopeless state of intoxication is said to be a new and delightful form of recreation with some motorcyclists. The same end can be achieved by dipping a rag in gasolene and using this as "smelling salts."

"Tour" or "Race"?

Following in the footsteps of the C. R. C. Association, the Century Road Club of America has scheduled a two days' "tour" to Philadelphia. The "tour" will be held on July 3 and 4. It is to be started at 7 p. m. on Friday, and supper will be eaten at Trenton. The schedule makes it look suspiciously like a race.

MOTORCYCLE RUN SCHEDULE

A Perfect Guide for Every Class in the Big Endurance Run to Worcester.

In the belief that all the reserve and surplus capital of Jupiter Pluvius will have been expended in riotous rainstorms about New York and New England before July 3, the joint committee of the Metropole Cycling Club and the New York Motor Cycle Club are anticipating fine weather and a big showing in the second annual reliability run to Worcester and back on July 3, 4 and 5.

The shortening of the route seventy-eight miles, as has been done by making Worcester instead of Boston the turning point, has induced many to send in their entries who were afraid the original plan called for too much endurance on the part of the men. The other changes in the rules also have met with favor, and the motorcyclists from every direction have begun to send in entries.

From the detailed schedule printed below it will be seen that the overnight stops will be made at Springfield and Hartford, where plenty of excellent accommodation can be had, as could not be at Palmer, the original stopping point, which for that reason was abandoned and the route changed, as previously explained in the *Bicycling World*.

That the run will be exceptionally novel in bringing out all the best points of the men and machines there is no doubt. Never before has there been a set of rules framed so well calculated to demonstrate the reliability of the motors and the "endurance and judgment and the ability and skilfulness of riders in their operation and care." There will be but one medal for all to strive for, and on the face of the matter it seems certain that it must go to the competitor who has a reliable motor and ability to care for it, combined with good judgment of pace. There have been a number of changes in the rules consequent upon the change of route, but the most important one for demonstrating the skill and the caretaking qualities of the men—that requiring all repairs to be made on the road—has been retained.

Only motor bicycles equipped with cranks and pedals and capable of being driven by them are eligible, and all will be classified according to power.

The rules have been amended so as to provide against the danger of the run being perverted into a race, as some feared it might be because of the abolition of noon and other controls, and the substitution of a checking which does not oblige the rider to stop and wait for a set time of departure. The rules now require that the time of arrival at all checking points shall be recorded, and these times will enter into consideration when the awards are made; as an additional preventive at the night controls the times of arrivals will be taken not only at the flags, but also at a point some distance removed therefrom and known only to

the officials. This will render impossible the laughable spectacle of a lot of competitors racing for the controls and then dismounting within sight of the finishing line and there remaining until their respective scheduled times, of which they are ahead, have elapsed.

The contest will start at 6 a. m. of July 3 from Seventh avenue and 110th street, New York, and run to Springfield, Mass., for the first day. On July 4 the start will be made at 6 a. m. from the Springfield control and the run made to Worcester and back to Hartford, Conn. On July 5 the start will be made from the Hartford control at 6 a. m., and the finish will be at the starting point in New York. Starts will be made in fives at one-half minute intervals.

All contestants must report at the start at 5 a. m. of July 3.

The schedules for each contestant will be figured on the basis of a fast schedule of fifteen miles an hour for both classes, and a slow schedule of twelve miles an hour for Class B and ten miles an hour for Class A. There will be allowed on these schedules one and a quarter hours for meals. Each contestant will be furnished with these printed schedules for each day, numbered to correspond with entry number. On these schedules will be a list of prominent towns en route, with progressive mileage and comparative times, fast and slow, for convenience of rider in checking his pace. All schedules will be based on starting at the official time of 6 a. m., irrespective of actual time of starting. Failure to start as per number will not alter schedule nor cause allowances of any sort to be made. It is incumbent on competitors to be ready at the times fixed. Checkers will be located in Bridgeport, New Haven, Hartford, Springfield, and at the turning point at Worcester, in addition to night controls. It will be the duty of these checkers to see that each contestant signs his name opposite his number on the sheets provided for this purpose. It is imperative that contestants stop for this signature and that checkers insert the exact time of each arrival.

The location of checking points will be denoted by a green flag at the side of the road and about ten feet above same. Night controls will be marked by same color flags on both sides of the road.

In riding over the course the usual rules of the road must be observed. In riding through built-up sections the speed must not exceed eight miles an hour.

The maximum schedule, being based on legal speed limits, will leave no excuse for violation. All contestants must provide themselves with a watch, that they shall have the means for observing this rule.

Checkers will remain at their stations for three hours from the time the last contestants are due on their slow schedules. Thereafter tardy arrivals must secure signed and witnessed certificates vouching for their arrivals. One point will be given to any contestant reaching a night control, irrespective of the time of such arrival.

The entire course must be covered by the contestant's own power or the power of his motor; the act of being towed or transported or permitting his machine to be transported by any other means will carry with it disqualification.

Gasolene will be provided at points notated on the schedule cards. The exact local location will be furnished on the route description sheet. All gasolene must be paid for by the contestant.

Any repairs may be made en route other than an entire substitution of bicycle or motor, but no allowance will be made therefor. Immediately on each arrival at a night control the machine shall be delivered to the referee and shall remain in his custody or the custody of his assistants throughout the night. On the morning of July 4 and 5 the contestants will be allowed to replenish their supplies of gasolene or lubricating oil in the control, when the machines will be released by the referee, but absolutely no repairs or adjustments will be permitted between the times of reaching and leaving the night control, the referee having no authority to grant such permission. Violation of this rule is equivalent to disqualification.

Racing for controls and then waiting for schedule times to expire before actually crossing the finishing line will be at the risk of the competitor.

At each night control the referee, chairman and timer shall, not less than one hour nor more than one and one-quarter hours before the first contestant is due, determine upon a point outside the controls at which, in addition to the control timing, the time of the passing of each contestant will be noted. The distance shall be measured by cyclometer, and the differences in the "outside" times and the control times figured on a basis of eight miles an hour. If deemed necessary to prevent racing at the finishes each night, the referee may rope off a "lane," four feet wide and one hundred feet long, in which contestants shall finish. The referee shall take a position at the entrances of these "lanes" for the purpose of deciding claims for fouls. Any protest for fouling at these points must be accompanied by a fee of \$5, which will be retained by the promoters if protest is not allowed.

Protests must be filed with the referee only and within one-half hour after the protestant's finish, and by the protestant in person.

Ignorance of rules is no excuse or justification for violation. If in doubt, the time to ask questions is before starting, not afterward.

Awards will be made on the point system, based on the times of arrival at the three night controls. There shall be debit points provided for exceeding the fast schedules and for delays on the slow schedules. These shall be as follows: If the maximum (fast) schedule is exceeded at any night control the rider shall be cautioned by the official in charge. Three such cautions shall disqualify. On each of the two cautions allowed a leeway of ten minutes will be granted. For

each minute over the ten there shall be a penalty of two points. Any contestant arriving at any control behind his minimum (slow) schedule will be penalized one point for each minute he is tardy; on this schedule also a leeway of ten minutes will be permitted. On this basis of award a perfect score for the first day shall be 365 points, for the second day 335 points, for the third day 330 points, making a total of 1,000 points.

There will be awarded a gold medal, based on the following rules: To the contestant who finishes with a perfect score of 1,000 points, on the above basis, and who shall also adhere most closely to his fast schedule for each day's run, without regard to any allowances heretofore provided. All other finishers who may score 1,000 points will be awarded silver medals, and to all other finishers within the rules bronze medals, on the back of which will be engraved the names of the contestant and motor bicycle ridden and the number of points made.

Entries close June 27 with E. L. Ferguson,

chairman, The Norwood, Seventh avenue and 126th street, New York City.

George Hendee, the oldtime high-wheel champion and now the maker of the famed Indian motor bicycle, made a trip over the route from Springfield to New York when the roads were heavy with mud and sloppy with rain. He reported that with fair weather the roads would be found in fine shape, as there were no seriously bad places on the route, the worst being at Portchester, N. Y.

Mr. Hendee was accompanied on his trip by George N. Holden, both riding ordinary stock Indians of 1½ horse-power. They left Springfield Wednesday at noon, got to New Haven at 6 p. m. after making a detour by way of Berlin, Middletown and Meriden, and stopped there over night. Leaving New Haven Thursday at 7.3 a. m., they reached New York at 3.30 p. m. As Holden put it, "The machines ran through without a miss." It rained hard on the travellers both Wednesday and Thursday mornings.

Schedules for 1903 three days' Motor Bicycle Endurance Run, starting at 6 a. m. July 3:

FIRST DAY.

| Towns en route. | Inter-mediate mileage. | Total mileage. | 15 miles per hour. | 12 miles per hour. | 10 miles per hour. |
|---------------------------|------------------------|----------------|--------------------|--------------------|--------------------|
| New York..... | 0 | 0 | 6:00 a. m. | 6:00 a. m. | 6:00 a. m. |
| New Rochelle..... | 15 | 15 | 7:00 " | 7:15 " | 7:30 " |
| †Greenwich..... | 12 | 27 | 7:48 " | 8:15 " | 8:42 " |
| Norwalk..... | 15 | 42 | 8:48 " | 9:30 " | 10:12 " |
| *†Bridgeport..... | 13 | 55 | 9:40 " | 10:35 " | 11:30 " |
| *†New Haven..... | 21 | 76 | 11:04 " | 12:20 p. m. | 1:36 p. m. |
| †Meriden..... | 20 | 96 | 12:24 p. m. | 2:00 " | 3:36 " |
| *†Hartford..... | 22 | 118 | 1:52 " | 3:50 " | 5:48 " |
| Windsor Locks..... | 12 | 130 | 2:40 " | 4:50 " | 7:00 " |
| *†Springfield..... | 14 | 144 | 3:36 " | 6:00 " | 8:24 " |
| Added time for meals..... | — | — | 4:51 " | 7:15 " | 9:39 " |

SECOND DAY.

| | | | | | |
|---------------------------|----|-----|-------------|-------------|-------------|
| Springfield..... | 0 | 0 | 6:00 a. m. | 6:00 a. m. | 6:00 a. m. |
| Palmer..... | 16 | — | 7:04 a. m. | 7:20 a. m. | 7:36 a. m. |
| †Warren..... | 12 | 28 | 7:52 " | 8:20 " | 8:48 " |
| Spencer..... | 13 | 41 | 8:44 " | 9:25 " | 10:06 " |
| *†Worcester..... | 11 | 52 | 9:38 " | 10:20 " | 11:12 " |
| Spencer..... | 11 | 63 | 10:12 " | 11:15 " | 12:18 p. m. |
| †Warren..... | 13 | 76 | 11:04 " | 12:20 p. m. | 1:36 " |
| Palmer..... | 12 | 88 | 11:52 " | 1:20 " | 2:48 " |
| *†Springfield..... | 16 | 104 | 12:56 p. m. | 2:40 " | 4:24 " |
| Windsor Locks..... | 14 | 118 | 1:52 " | 3:50 " | 5:48 " |
| *†Hartford..... | 12 | 130 | 2:40 " | 4:50 " | 7:00 " |
| Added time for meals..... | — | — | 3:55 " | 6:05 " | 8:15 " |

THIRD DAY.

| | | | | | |
|---------------------------|----|-----|-------------|-------------|-------------|
| Hartford..... | 0 | 0 | 6:00 a. m. | 6:00 a. m. | 6:00 a. m. |
| †Meriden..... | 22 | — | 7:28 a. m. | 7:50 a. m. | 8:12 a. m. |
| *†New Haven..... | 20 | 42 | 8:48 " | 9:30 " | 10:12 " |
| *†Bridgeport..... | 21 | 63 | 10:12 " | 11:15 " | 12:18 p. m. |
| Norwalk..... | 13 | 76 | 11:04 " | 12:20 p. m. | 1:36 " |
| †Greenwich..... | 15 | 91 | 12:04 p. m. | 1:35 " | 3:06 " |
| New Rochelle..... | 12 | 103 | 12:52 " | 2:35 " | 4:18 " |
| *New York..... | 15 | 118 | 1:52 " | 3:50 " | 5:48 " |
| Added time for meals..... | — | — | 3:07 " | 5:05 " | 7:03 " |

*Indicates checking points. †Indicates gasoline supply.

George E. Jenkins, of York, Pa., recently started on an 1,100 mile cycle journey from York to Clinton, Iowa. Some wager was behind the plan. It is rumored that Jenkins, to win the wager, must make the journey on the please-help-a-poor-cyclist basis.

With the managership of the record breaking track, and also of the record breaking rider, Ed Spooner would seem to lack nothing to make him happy—unless it be a record breaking, copy producing machine and a newspaper to take the entire output of it.

A DROOPING CIRCUIT

Rain Causes Postponement of all Meets Except One—Walthour now Leads.

The paced circuit has developed into a rain circuit, and has been almost drowned out of existence. Since last Thursday night there had not, up to Thursday, been any race on the circuit. There was a race at Providence on last Thursday night which lifted Walthour into first place. This is the only circuit event which has not been published in the Bicycling World up to Thursday of this week. A summary of the Providence race and a table of how the riders stand now, with nine races run, follows:

| | Firsts. | Seconds. | Thirlds. | Total Points. |
|------------------|---------|----------|----------|---------------|
| *Walthour..... | 2½ | 1½ | 0 | 8½ |
| Nelson..... | 0 | 4 | 0 | 8 |
| *Stinson..... | ½ | ½ | 4 | 6½ |
| De Guichard..... | 2 | 0 | 0 | 6 |
| McLean..... | 1 | 0 | 1 | 4 |
| Lawson..... | 1 | 0 | 0 | 3 |
| Butler..... | 1 | 0 | 0 | 3 |
| Leander..... | 1 | 0 | 0 | 3 |
| Caldwell..... | 0 | 1 | 1 | 3 |
| Mettling..... | 0 | 1 | 1 | 3 |
| Munroe..... | 0 | 1 | 1 | 3 |
| Moran..... | 0 | 1 | 1 | 3 |
| | 9 | 9 | 9 | 54 |

*First and second place in a race not decided so the total points for those places, five, lumped and then evenly divided.

Providence, June 18.

Ten-mile Heats.

1st Heat—Walthour-Nelson, 13:43 1-5.

2d Heat—Nelson-Stinson, 13:33 3-5.

3d Heat—Walthour-Nelson, 13:22.

Don't Play Favorites.

Although the authorities have finally decided to prohibit Sunday racing at the Vailsburg track, the incident is by no means closed. It seems that Electric Park is permitted to give various kinds of exhibitions on Sunday, and Edward Hager, president of the Taxpayers' Association of that town, is of the opinion that if the Electric Park may be open on Sunday, there is no reason why a distinction should be made against cycle racing on that day. At a recent meeting of the Citizens' Union of East Orange Mr. Hager aired his views and found considerable support. A movement may be started to induce Mayor Maybaum to reverse his action.

Prince's Latest and Best.

Veteran John Prince, track builder, has just completed a track at Manchester, N. H., and people who have seen it say that it is as good a one as he ever built. It is an eight lap affair, located at Lake Massabesic. This Manchester coliseum is built for a mile a minute, and its bank of 60 degrees at each turn astonishes the natives and has disconcerted some of the local amateurs. Prince had to contend with bad weather during the two weeks occupied in construction, but he says he is ready to show the people one of the fastest bicycle tracks in the country.

OLD-TIMER DISCOURSES

Glances Backward, Touches the Boom and Welcomes the Revival.

The Oldtimer sat at the hotel veranda with his cocktail before him. He had never given up cycling. He was there at the start, was one of the little band of pioneers who blazed the way—that early, royal, unselfish crowd who, in Boston, New York and Chicago and in all the bigger cities, forced the mutton headed authorities of those days to give cycling a chance for life. This is the crowd that paved the way for removing hateful and senseless restrictions, the passing of decent and reasonable laws regarding cycling, and to them is also due the start of the good roads movement. It was at one of those little Long Island places that the Oldtimer was loitering away the afternoon.

The Merrick Road, which it faced, is dotted with them all the way down the island. It was one of those little places which, while boasting of no chef, is yet always good for a bit of beef or a bit of chicken. If need be, the host can, on occasion, fetch up from the cellar a bottle of claret which, though labelled as from France, was pressed from grapes that were undoubtedly kissed by the California sun. And it is palatable enough at that. The time was 4 o'clock in the afternoon. The slanting sun sent a golden flood over a great field of corn which faced the hotel piazza. A Long Island breeze—and these breezes have a quality all their own—would occasionally rouse itself, stir things musingly and then mysteriously die away.

The Oldtimer, sitting in the shelter of the hotel, was supremely content. He had struck business early that day, had made Jamaica, had turned down the old Merrick Road and was then busy at the siesta looking over papers he had read a week before and exchanging bucolic remarks with the host. For years he had been taking just such outings on the bicycle, and he never seemed to tire of them. Indeed, as he grew older—he is now but forty—nature seemed to him fairer, life more beautiful, more mature. He had come to the point where quietude and contentment had got to be the greatest thing that existence had to offer him. He had passed the feverish stage and was just at the threshold of the ruminative era, which, in brief, means that he was approaching the best stage of a man's life.

"Yes," he said, thawing to a Bicycling World man, the two mingling the smoke of their cigars, "I see that cycling is reviving, and I am glad of it; for of late I had begun to feel a bit lonely. I hope it will continue to gain in popularity; I hope the day will come when the old spirit of cycling comradeship will again be seen, when that old freemasonry of the wheel will again be possible. At the same time I pray that we shall never again have a boom. I remember

it with horror, it almost made me quit riding. When I heard that the four hundred had taken up cycling I really felt sorry. I knew what it meant; I knew the four hundred took up things only to kill them. The four hundred do not seek pleasure, but rather excitement. They have given up everything they ever affected except display and the drinking of champagne, and I am told that these two customs are as popular among them as ever. Of course, I speak of a certain well known set, not of the many thousands of cultured rich.

"But the 'society' intrusion was not bad. They do not cross my way, nor do I cross theirs. It was when the mob started in that I lost all hope. You see, I had ridden for years, and in all of my cycling experience I had hardly ever run across a cyclist to whom I could not safely say, 'How do ye do,' and exchange information and the like. For in those early days any man with a wheel was sure to be a gentleman, or a pretty good counterfeit of one. But when the mob took up cycling all that went by the board. The hotels, the railways and the ferries swarmed with wheelmen, and, I say but the truth, they were often noisy wheelmen. Too many of them had ideas of behavior which one would expect to find only in a Choctaw Indian. When they were en group they also had their fire dance. But, instead of being picturesque and fanatical, they were pure, unadulterated noise.

"But this was not all. My favorite hotels were thronged with a hungry, howling crowd of cyclists. It was difficult to secure a table, but even a thousand times more so to get decent service. Inn keepers who used to give me a warm welcome in the earlier days now had no time for courtesy. They were too busy serving cheap dinners by the gross. However, as you yourself recall, the cycle rack sprang up everywhere, and cycling at its high mark had become a frenzy. It was at this point that I determined to quit riding; but the love of the wheel was too strong, so I simply varied my tracks and got further out.

"When cycling was at its height I never rode within twenty-five miles of town. I always trained it to about that distance away from New York and rode from there on. In this way I escaped the worst of it, though at certain points which had become favorites with scorchers even this filibustering failed of its object. And that object was to avoid the things which I had to endure daily, and which the prime object of cycling is to help one to avoid—that is, crowds, noise, confusion and friction. But in time the wave receded, and I was able to again return to my old haunts. In fact, it receded so far—for this is a world of extremes—that for a season or two it seemed to me as if the only place left for the cyclist was in a museum of freaks. But now we have even passed beyond that stage, and each day I see cycling coming back to its own, becoming normal; and I need hardly say I am glad, very glad.

"How do I account for the decline of cycling, do you ask? Very, very easily. It needs no deep consideration to account for it. Chief of the causes of the decline of cycling was the senseless use to which the wheel was put. The scorcher, sweating the flesh off his bones; the high gear man, the century and double century fiend—right for some, bad for others—the man and woman who overdid it and who made cycling work instead of pleasure, all these abandoned the wheel and helped along the decline. Having quit themselves they became self-appointed apostles of anti-cycling, and their voices were heard in the land. The four hundred also fooled not a few people. This peculiar body, after the disease had run its course, gave up cycling. To be sure, many, exclusive, cultured people still continued to ride, but the limelights undoubtedly shelved the wheel. Then you must remember that in each community there is some clever man or woman who is a leader, and who keeps one eye on Newport and the other eye on Paris. As soon as these provincial leaders read that Mrs. So and So had given up cycling they took their cue, voted the wheel bad form and thus hastened the decline. Happily these people have come to their senses. They have learned that many rich and cultured people consistently use the cycle, and they have themselves come back to the fold. In fact, they no longer view the wheel as having any connection with fashion, but have come to give it a proper place.

"Of course, another large element ceased riding. I refer to the poor classes, the workers, who number millions. These people quickly abandoned cycling. In their daily work they get sufficient exercise. From the time of Adam working people have best enjoyed any form of pleasant excitement, sauced with a little intoxication—light wines for foreigners and light beer for Americans—yet without too much bodily effort. It has always been so, and it always will be so; and with this large class the cycle was a thing of the moment.

"Such, in my opinion, were the chief causes for the decline of cycling. Happily we have passed the point of extreme reaction, and cycling is again coming into its own in a perfectly normal fashion among perfectly normal people.

"Some of my best rides?" said the Oldtimer musingly, in reply to a leading question designed to open up this phase of cycling. "Well, it's getting a bit late today. Some other time I may tell you the story of the best tour I ever had—there are about fifty of them," saying which the Oldtimer called for his wheel and, with courteous "Good days" all round, disappeared Gothamward.

"A. B. C. of Electricity."

"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

CARBURETTER CLAIMS

Specifications of the Hedstrom Device—The Need of a Variable Air Supply.

In filing his application for a patent on the carburetter used on the Indian motor-bicycle, the granting of which was noted last week, C. O. Hedstrom summarized the features of the device which differentiate it from others of the kind. He aimed at producing a reliable mixture at all times, when the engine was doing little work equally with when it was called on for its utmost efforts. This object is attained by providing, in addition to the normal air supply mechanism, a device whereby an increased supply can be obtained without in any way disturbing the normal supply means.

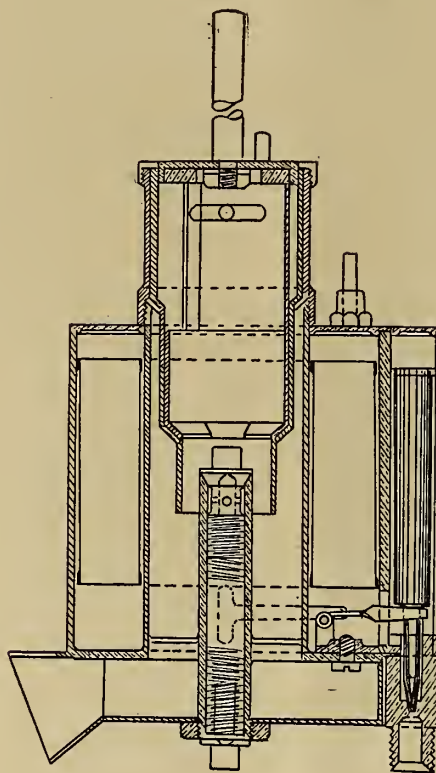
"The object of this invention is to provide a carburetter of compact construction, wherein the regulation of the supply of liquid may be accurately regulated, and whereby the proportion of air required under normal conditions of operation may be supplied thereto in necessary quantities, a further object of the invention being in the provision of means for regulating the area of the opening in the carburetter, through which said normally required mixture may be supplied to the motor in the usual manner, and, further, in the provision of means whereby when the devices are operated which control the area of this opening they will simultaneously operate to permit an increased air supply without disturbing the devices whereby the normal air supply is regulated, all of which will be more fully described in the following specification and pointed out in the claims," says the specification of the inventor.

"In carrying my invention into practice I construct a hollow cylindrical reservoir, having extending therethrough a cylindrical passage, which at the lower end of the reservoir opens into a horizontally disposed chamber, having thereon a flaring mouthpiece, as shown in the drawing, which is cut out in a vertical plane on a curve adapted to coincide substantially with the outline of the cylinder of a motor to which the carburetter may be attached. This flaring mouthpiece is the air intake, and it is desirable to take in air from a point in close proximity to the cylinder of the motor, whereby the air may be warmed more or less.

"In the upper edge of the upper part of the cylindrical part there is cut a notch with which a lug on the edge of the circular head may engage, whereby said head and said member are interlocked when the parts are in the position shown. On this head there is a centrally located operating post. When the head is fitted into the end of the part a ring screwing onto the upper end of the cylindrical part of the device, serves to hold said head in connection with the upper end of the member by means of a notch and lug, and if screwed down tightly said ring may

lock both the head and the members in fixed position within the part.

"In the side of the upper portion of the cylindrical part referred to there is an opening corresponding in area to that of the air inlet pipe. By loosening the ring the operating post may be rotated to bring the opening more or less into registering position with the end of the pipe. The location of this opening relative to the slot is such that under normal conditions the member may be rotated to bring one end of the slot up against a screw, whereby only a narrow passage will remain open, through which vapor may pass to the engine through the pipe. The relation of the air ports to the ports in the tapering flange is such that when the cylindrical part is in position the



ports will be only partially in registering position, but if this member be rotated to bring the opening into fuller registration with the pipe these ports will be moved toward a fuller registering position, until at the time of complete registration of the opening with the pipe said two ports will also arrive into full registering position.

"Within the central portion of the cylindrical part there is located a tubular member, which is in effect a valve, inasmuch as the lower end of the member has beveled portions thereon, which are adapted to cover the air ports more or less. This valve member is revoluble in said central portion of the member independently of the latter, whereby the supply of air to the carburetter may be adjusted to normal conditions of operation, as desired.

"Located in the top of the reservoir, at some convenient place over the upper end of the float, there is an endwise movable pin, and within the reservoir is a spring, which normally holds said pin in the position

shown. By pressing down on the end of this pin the inner end thereof will contact with the top of the float, whereby it may always be readily ascertained whether or not the latter is freely movable in the reservoir and in operative condition.

"From the foregoing description it is seen that under normal conditions the opening through the side wall of the member when the motor which this carburetter supplies is running under normal conditions is only partly in registration with the air inlet pipe. To adjust the area of the air ports to provide the necessary quantity of air for the condition of normal operation, the pins may be grasped and the tubular member rotated to uncover said ports more or less. This operation in no wise affects the cylinder, within which the valve member is located, for the latter is locked to the head, and it in turn is secured against rotation by a ring. It follows then that under normal conditions the operating rod attached to the head need not be touched. When the cylindrical member is in the position shown the air ports may be so located in said member relative to the ports in the flange that some air may be drawn into the pipe through these ports, if desired, the air reaching said ports by means of an annular passage located between the central portion of the cylinder inlet and the well of the tubular chamber, or, if preferred, the ports may be so proportioned that it will not be necessary to take any air through the upper ports under normal conditions of operation. If, however, it becomes necessary in supplying the demands of the motor to provide an increased volume of explosive mixture, then the rod may be grasped and rotated to bring the opening in the upper end of the tubular member more nearly into registering position with the inlet pipe, whereby upon the suction stroke of the piston of the motor a larger volume of mixture may be drawn to the motor.

"In carburetters of this type as heretofore constructed the only operation performed by this movement has been to increase the area of the opening leading into the pipe, the consequence being that the increased suction effect through the carburetters results under such conditions in the aspiration of a greater quantity of the volatile liquid, whereby the relative proportions of the latter to the volume of air drawn through the pipe became changed, because the area of the air openings was not varied in proportion to the variation of the area through which the mixture was drawn—viz., the passage. By my invention, however, I provide by means of the ports for an increase in the area of the air inlet ports which is proportional to the increase in area of the opening into the pipe, and one cannot be altered without altering the other. The result is that whether the motor draws through the pipe the largest volume of mixture which the apparatus is capable of supplying or whether the passage into the pipe is choked down to the point of minimum supply, the proportion of air to the liquid remains substantially the same, and no trouble results by reason of imperfect mixing, whether the motor be running at its normal speed or its maximum speed."

BICYCLE'S REHABILITATION

Light Shed on Its Growing Favor With Certain Anti-Faddist Classes.

An interesting discussion of the bicycle situation was overheard in one of the best known sporting goods establishments in New York by a Bicycling World man, who happened in just to see whether the first hint of pleasant weather in a gloomy week was having any effect upon trade. Another visitor who had preceded him into the bicycle department was examining one of the many bicycles displayed when a salesman was promptly on hand with a polite "Can I show you any particular machine, sir?"

"I'm not here to buy to-day," the visitor replied, "but may buy some time. I don't know much about bicycles except through seeing others ride them."

The salesman expressed willingness to show and explain the merits of the various wheels, despite the caller's lack of intention to purchase, and from comparison of the merits of the several models shown the talk drifted into consideration of the revived interest in riding.

"Is the revival a promising one?" the visitor asked.

The salesman replied that in his opinion it is very promising. "Of course," he added, "the weather we have been enduring since June set in has given the trade a setback, but it is only a temporary one. The outlook is that the demand for wheels this year will be much larger than it was last year, when the renewed interest first made itself manifest."

"Do you think the interest will be more permanent than it has been hitherto?"

"It looks that way," the salesman answered. "The reason for its apparent dying out was that when the bicycle first came out and proved its capacity as a means of recreation there was developed a craze which had to react. Bicycle riding was merely a fad with the majority of those who indulged in it. As it became universal it lost the savor of fashion, and after that it was maintained by only the few who found in it a pleasant and healthy exercise. There were others who had discovered its everyday usefulness in their particular lines of life, and so the wheel has never wholly disappeared, as its prototype the velocipede did. Both of these classes of riders are growing. But the revival of interest, very singularly, is contributed to by a class of people, in middle age, who were lovers of the wheel in the days when it was a fad, and who gave it up when it was no longer fashionable to ride it."

"How do you account for that?"

"Oh, the automobile did it," said the salesman with a laugh, and the visitor looked puzzled. The evident inquiry betrayed in his face elicited this explanation:

"You see, a great many of the people of

whom I speak live in the suburbs and in the country, where they have to travel some distance to get to the trains for their journey to the city. They have been accustomed to travel that distance behind their family nags, and their wives and daughters have used the same animals for their daily drives and in making their social calls. But the automobile came, and now and then one of these sober, steady going horses, not yet familiarized with the new vehicle, is startled by a sudden introduction to one, and bolts through a hedge or over a wall, regardless of the comfort and safety of the people in the carriage. The result is that the oldtime bicycle rider is returning to the use of the wheel, with a new kind of interest in it. In many cases the exercise and enjoyment he gets out of it induces his family and friends to follow his example; and under these and



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other influences a new generation is beginning to ride, but in a very different spirit from that which animated the riders in the days of the early craze. In fact, this revival is neither a craze nor the restoration of a fad, and that is why I expect to see the interest grow steadily and permanently, at least until some better vehicle is found to replace the bicycle."

Just at this point Mr. Edward Joyce, of the Bridge Commissioner's office, entered to examine a wheel in the interest of a friend.

"Hello, Joyce! You don't ride a wheel, do you?" the first caller exclaimed.

"I don't, eh? Why, I live on one!" Then Mr. Joyce told his experience. "When riding a wheel was a craze," he said, "I never thought of such a thing as trying it; but when the faddists let go of it and a lot of sensible people still held to it I thought it might prove as useful to me as it appeared to be to them. The result is that I have never been so well in my life as since I learned to ride, and there is no end of enjoyment to it. There are five wheels in my home now, and they are in pretty constant use, too. But to my mind the best use is not got out of a bicycle by running up and down a bicycle path or travelling over the same old road in the park. Of course, that is all

good for exercise, though scorching isn't necessary even if one has to keep to the bicycle track; but there are practicable tours which can be made on the wheel, making one better acquainted with the country and affording all the pleasure that can be derived from viewing new scenes and meeting new people."

"After I have learned to ride," the other gentleman remarked, as the two stood in front of a motorcycle, "I shall get one of these."

"I've got no use for it," Mr. Joyce replied. "I want the exercise, and couldn't get it on one of those machines. And yet, for a special trip now and then to a greater distance than usual, I think one would be a good thing to have if a fellow could afford it."

Several other possible customers had dropped in, the salesman was busy with them, and our two entertaining friends passed out.

Bicycles Reach Fires First.

There are complaints in certain communities that bicycles are a nuisance at fires, getting in the way of everybody and hampering even their owners when they become entangled among a crowd of spectators. The matter is attracting attention in Rochester, N. Y., where at a recent fire the presence of bicycles interfered at times with the movement of apparatus. As a result Commissioner Gilman, of the Department of Public Safety, is endeavoring to devise some plan whereby the trouble can be done away with. It is possible that an ordinance will be proposed to cover the ground, but there are apparent difficulties in the way. The wheelmen certainly do not create a nuisance wilfully, and nobody realizes better than they do how much in the way a bicycle is in a crowd. But if an alarm sounds while they happen to be riding they act only as other people do on the spur of the moment, getting to the scene of the fire as quickly as they can.

Bad Streets and Sidewalk Riding.

Bicycle riders are having a deal of trouble in Tonawanda, N. Y., owing to the generally bad condition of the roadways and the activity of the police in arresting persons who venture to make cycle paths of the sidewalks. During the week now ending eleven arrests were made within forty-eight hours, the prisoners including a Justice of the Peace, a Tonawanda carrier, a telegraph messenger boy, a prominent North Tonawanda woman, and some business men. Judge Rogers has imposed light fines upon the offenders, but threatens to go the limit hereafter. Meanwhile the wheelmen are emphatic in argument that the authorities should put the roads in better condition, or that the police authorities should be more considerate.

The present webfooted stretch of weather, while stimulating garden truck, does not make for ideal cycling, and therefore the fifty-mile Bronx-Westchester road run of the Associated Cycling Clubs of New York, scheduled for last Sunday, was postponed till to-morrow. The run is to start at No. 1,904 Broadway, at 9 a. m.

ST. PAUL'S CYCLE PATHS

Their Origin, Growth and Extent—How the Cyclists Make use of Them.

St. Paul, in fact, the entire State, does not harbor within its confines as many bicycles as it did four years ago, but this fact in no wise decreased the demand for cycle paths. Perhaps the responses are not as prompt as when there was a wheel to nearly every inhabitant of the Capital City, but what few cycle paths St. Paul has are among the best of their kind in the State; and now that cycling is on the increase, the paths are day by day coming more into use.

St. Paul has listed among its assets 112 miles of as good cycle paths as there are in the State, and they reach every point of vantage in the city and country. Some of them are at present a trifle worn, a few have been ruined, especially outside of the city, by farmers' teams, but, on the whole, Ramsey County's Cycle Path Commission, which has these arteries of travel in charge, has done considerable work this year in bringing nearly all of them up to a high standard of excellence and smoothness.

The idea of cycle paths was first suggested to the wheelmen of St. Paul by A. R. Ovitt, an attorney of that city. He called a meeting for the purpose of organization at the Ryan Hotel on the evening of February 26, 1896. A number of the more active Minneapolis wheelmen were also present at this meeting, and, knowing the urgent need of cycle paths in the Twin Cities, promised the hearty co-operation of the cyclists of their city in the cycle path undertaking.

It was decided that a path should be built on the Marshall avenue route to Minneapolis. A committee of Minneapolis wheelmen was selected to start the ball rolling in that city, and when the meeting adjourned the outlook for having cycle paths looked very bright. The newspapers of the Twin Cities next took hold of the project and started subscriptions to raise the necessary money to build this path.

On the following Wednesday evening another meeting was held. The St. Paul wheelmen decided to organize a permanent association to be known as the St. Paul Cycle Path Association. The plan went into effect immediately. At this meeting the fact was brought out that the St. Paul riders were anxious to have a path to White Bear Lake in preference to the one to Minneapolis, but the association, however, decided to stand by its agreement with the Minneapolis wheelmen and build toward Minneapolis. A committee, composed of Messrs. Rundlett, Bramhall and Jaggard, was accordingly appointed to construct a path on Summit and Marshall avenues, to the Marshall avenue bridge. Later it was also decided that they build the proposed path to White Bear Lake, and A. B. Ovitt, Tracy Lyon and David Hanna were named to take charge of this part of

the work. The cost of the White Bear path was estimated at \$4,000. The next question that confronted the association was as to the best way in which to raise the necessary funds to pay for the construction of these paths, and it was decided to place memberships in the association at \$1 each. This plan succeeded fairly well, and steps were taken to get an appropriation from the city and county to help along in the work. The city accordingly appropriated labor and teams to the value of \$500, and the county commissioners voted \$1,000, with right of way, on condition that the wheelmen would raise enough more to complete the path to the lake. The total cost of constructing the Marshall avenue path, which was finished shortly afterward, was \$905.49, leaving a surplus of some \$300 in the association's treasury, and work on the White Bear path had been begun in three places.

The work of building cycle paths continued to be very successful, and by the time the season of the first year was ended Ramsey County could boast of no less than eighteen miles of fine cycle paths. One thousand six hundred and thirteen dollars and seventy-three cents was realized by donations and subscriptions during the first summer, and, adding the appropriations and other donations also made, the total amount of money collected for cycle paths was \$3,498.71. It cost just \$3,489.98 to build these paths, and the association finished the season with \$9.03 in the treasury after having paid all of the expenses.

Nineteen and three-tenths miles were constructed in Ramsey County during 1898, at a cost of \$2,500. Probably the most important path built this year was the White Bear cut-off of the White Bear path, following the shore of Lake Phalen, through Gladstone, and again joining the old path some distance beyond the poor farm. Another important path built the same year was the three-mile stretch on West Seventh street, which was from the end of the sidewalk at Otto street to the Fort Snelling bridge.

George L. Wilson, of the city engineer's office, had charge of the actual construction of the paths, and, being an enthusiastic wheelman himself, his services were invaluable.

The cycle path movement was handicapped somewhat during 1898 as the result of disturbed conditions caused by the Spanish-American War, but in spite of these conditions the number of miles of paths was increased to fifty before the end of the year, and the report of the financial condition of the association showed that, after paying the bills, there was still a balance of \$81.86 on hand.

The good work continued for the next year, and at the annual meeting, held March 12, 1900, Mr. Wilson reported that during the four years of its existence the association had constructed over sixty-five miles of paths in the country. During the year 1900 the association, in order to raise money to build more paths and also to keep the old

ones in repair, bent its efforts on distributing bicycle tags among the wheelmen, with the result that \$2,516.50 was realized. A number of additional paths were constructed during 1900.

From 1898 on path after path was built through the efforts of the association, until the Cycle Path Association, a body created by the State legislature, took possession. It found the city and county fairly girdled and crossed with a network of cycle paths. The path association has scarcely been in existence three years, yet to its credit it must be said that much has been done. The first year of its existence nearly 7,000 tags were sold, last year the number was about 5,000, and the figure this year will fall far short. The principal paths and the ones most patronized are the Seventh street path, the White Bear, the White Bear cut-off, the path between St. Paul and Minneapolis and that on Summit avenue leading to Shadow Falls Park. Other paths much used are the Como path, Grotto street, Lexington avenue, South St. Paul, Indian Mounds, Shakopee and Mendota road.

There is no getting around the fact that wheeling has dropped off in the last two years, but the path association, believing that cycling is sure to revive—in fact, it is showing great strength this year—has in no wise relaxed its vigilance. Bicyclists using the paths are constantly wanted for the absence of tags, and prosecutions are frequently made when teams are found encroaching on the paths. It is hardly likely, however, that any more mileage will be added to the present list of paths. Improved streets and roads are becoming the order of the day, and additional paths are not really needed.

Trolley Company is Responsible.

A Coroner's jury was empanelled in Jersey City on June 16 to inquire into the facts concerning the death of Walter L. Williams, a Jersey City cyclist, who was run into by a trolley car on June 8 and received injuries from which he shortly afterward died. The jury found that Williams came to his death through the negligence of the North Traction R. R. Company, owners of the car, and they charged that the car was not properly constructed for the protection of the public, nor was it properly manned, there being insufficient help to operate it properly.

To Enforce Sidewalk Law.

The police of Superior, Wis., because of the number of cyclists who have of late been using the sidewalks of that town, have revived an oldtime cycling ordinance which most reasonably limits the cyclist to the roadway, and in future the police will strictly enforce it.

McConnellsville, N. Y., has a new bicycle club, with the following officers: President, H. Idle; sentry, S. E. Jackson; treasurer, Frank Smith.

POPE RACING TEAM

Has Been Formed and Will Follow the Sprint Circuit—Its Composition.

The news came out the first of the week that the newly organized Pope Mfg. Co. would put a racing team in the field, or rather several of them, to follow the championship sprint circuit of the N. C. A. This is in conformance with the policy declared by Colonel A. A. Pope when he took the presidency—the policy of liberal advertising and support of the sport. Good judgment has been used in picking the men, and the

6m. 17 1-5s., his motor going its full speed for five miles. Nelson won the second heat in 6m. 11s., his motor also at its top speed. Nelson met Walthour in the final heat, and Walthour won in 6m. 6 4-5s., with his motor at top speed. Walthour's gain of ten seconds was due alone to the fact that Turville, Walthour's pace-maker, took off all of his extra clothing. Shultz, pace-maker for Nelson, wore a chauffeur's uniform, which acted as a sail, catching the wind and retarding his speed.

Policy Paid Less Than Half.

Harry Elkes carried a policy for \$5,000 upon his life, but because the muscles around his heart had hardened and he had

INTERCOLLEGIATE RACING

Champion Hurley is Instrumental in Reviving the Famous Old Organization.

Cycle racing, which has been abandoned by the colleges this year, is to be restored to the curriculum of sport in the fall. The movement was started by Marcus L. Hurley, the N. C. A. champion, who is a sophomore at Columbia, and the manager of the Yale team, who have recently been in consultation. The scheme is to revive the defunct Intercollegiate Bicycle Racing Association, with Columbia, Cornell, Harvard, Princeton,

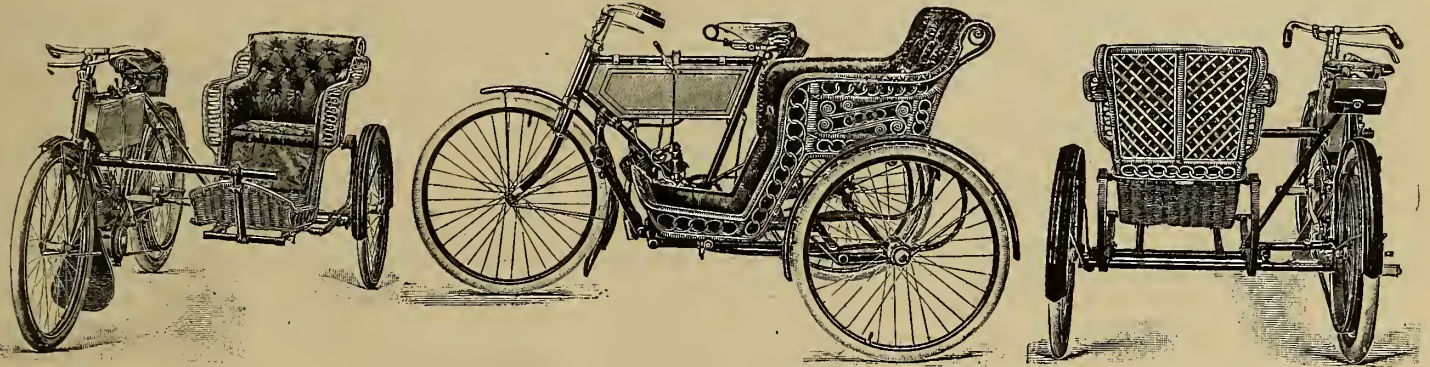
Three Views of an English "Social Attachment" for Motor Bicycles.

Almost since there were cycles designers have labored to produce machines that would carry two persons to advantage. There have been bicycles and tricycles, and even, in a few cases, quadricycles; and the

the big Components Co., Ltd., and placed on the English market by them, to be used in connection with a motor bicycle.

Three views of the device are here given—the front, the back, and the side, respec-

popular in England, and also seems to possess advantages over the "fore carriage." It consists of a wheel, an axle, and a seat, together with the appliances for attaching them to the bicycle. The latter is thus trans-



extra passenger has been carried variously in front, in the rear and at the side. The latter method was really the first, the old "Sociable" of twenty years ago being constructed with this idea in view. It has, with important modifications, been revived by

tively—from which an excellent idea of it may be obtained. It is termed the "social attachment," and can be readily attached or removed. It is unquestionably a big improvement over the undignified trailer which only a short time ago threatened to become

formed into a two-track tricycle, with the occupant of the attachment sitting alongside of the rider of the bicycle. Conversation can thus readily be carried on, and the view of neither is obstructed. Altogether the device looks as if it might be a very sensible solution of a very difficult problem.

banner of the Pope Mfg. Co. should fly in the front ranks all the season.

The men on the several teams are as follows:

Columbia Team—Iver Lawson, Salt Lake City; W. S. Fenn, Bristol, Conn.; E. F. Root, Boston, Mass., and George C. Schreiber, New York.

Tribune Team—Floyd A. McFarland, San Jose, Cal.; J. Frank Galvin, Hartford, Conn.; Floyd Krebs, Newark, N. J., and John King, Newark, N. J.

Rambler Team—James B. Bowler, Chicago, Ill.; John Bedell, Lynbrook, Long Island; Walter Bardgett, Buffalo, N. Y., and Menus Bedell, Lynbrook, Long Island.

Clothing as a Wind Shield.

Pace-makers lose much time by not dressing properly. An incident of this sort came to light at Charles River Park on the night of the first race on the paced circuit there, June 9. In the first heat Walthour won in

what is termed "bicycle heart," the policy stipulated that if his death occurred by accident at the end of one year only \$2,200 would be paid, the amount being increased each year until at the end of five years the policy would stand at its face value. He had carried it only one year, and his mother, therefore, receives only \$2,200.

Sidepath Extension in Skaneateles.

Construction of a new cycle sidepath from Skaneateles Junction, N. Y., to Skaneateles village was begun on Monday last by Superintendent Murtagh, with a force of men who will be able, in his opinion, to complete the job inside of three weeks. With the completion of this path all the sidepaths in Cayuga County will be in excellent condition for use, according to what the Sidepath Commissioners say.

"The Motor: What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

Pennsylvania, Swarthmore, Brown, and Georgetown as members. The idea is favored by Ludwig of Cornell, Ehrich of Yale, Gilpin of Pennsylvania, Schade and Moran of Georgetown, Terrell of Swarthmore, Bert Ripley of Princeton, and Dawson, Powell, Bird, Williams and Schwarz of Columbia, among others. Interest in cycling died out largely because of the absence of tracks in the vicinity of the colleges, but road riding is now to substituted. Columbia will form a cycle team again in the fall with Hurley as captain, and the local institution, acting with Yale, will foster the new association.

Hartford Track Elects Officers.

Officers for the Velodrome Cycle Track Company were elected as follows at a meeting of stockholders held in Hartford, Conn., last Saturday: President and treasurer, L. H. Elmer; vice-president, J. B. Birmingham; secretary, Henry Mildeberger; manager, Harry Starkie.

C. R. C. A.'s Many Fixtures.

The Century Road Club Association of New York has planned an active campaign for the next few months. The fifty-mile team race which was to have been held on Long Island on June 21 has been postponed on account of rain until July 19. The race will consist of seven teams of five men each. Each man on a team will ride ten miles, making fifty miles in all. The entire proceeds of the race will be invested in a solid gold medal for the winning team and for a solid gold medal to the man making the best time for a separate relay.

On July 26 a fifty-mile open handicap race will be held, under the auspices of this association, on the South Beach-Tottenville course. This is the same course as used by the Richmond County Road Racing Association for the twenty-five-mile handicap, which is to be held on July 4, only the Century Road Club Association race will pass over the course twice.

The prize list will consist, among other items, of three bicycles, six pairs of tires, gas lamps and gold watches. The entry fee will be \$1, and entries will close three days before the race.

Several touring trips are contemplated for the next month, besides the one to Lancaster, Pa., noted in the Bicycling World last week. The route is one known to most cyclists as far as Philadelphia, but the trip from Philadelphia to Lancaster is new to

most wheelmen. It is through a very picturesque country with comparatively level roads. All members of the association are invited, as well as friends. The party which has now arranged to go consists of twenty-one persons, including several women.

Another touring event starts from the clubhouse on July 3, in charge of P. Wollenschlager and Ed. Fanning, to go to Sag Harbor, N. Y. Applications to go on this run have been numerous.

Captain Gull, of the association, has called a club run for July 4 to witness the twenty-five-mile handicap road race to be held on the South Beach-Tottenville course.

The slate of the association for August also is well filled, having every Sunday taken up with a road race. On the first Sunday in August there will be a one mile novice and a two-mile handicap, open races. On the second, third and fourth Sundays there will be five, ten and fifteen mile handicap closed races. In these three races the point system which was inaugurated last year for the Bar West coaster trophy will be employed, and a cup is up for the competition. Besides the trophy, there will be gold, silver and bronze medals for the first, second and third in each event.

In September there will be a 100-mile handicap road race, which will be held over the usual course on Long Island.

The association now not only covers a century riding class, but a class of slow and

short distance riders, and also a touring class. Another new activity of the association is on the good roads question. A road committee, through the help of Alderman John C. Klett, of the Twenty-fifth Assembly District, New York, and the Commissioner of Public Works, bids fair to succeed in having both approaches on the Macomb Dam Bridge asphalted. This spot has been of considerable inconvenience to bicycle and motorcycle riders. This matter has now reached the local board meeting at Washington Heights, and the asphaltting is expected to become a fact within the next week or so.

For Road or Rail.

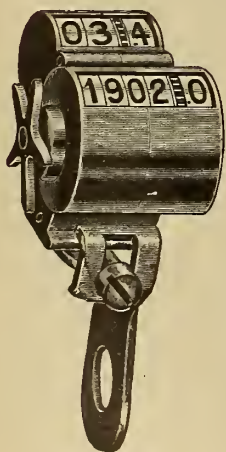
Louis Endres, an employe of the Western Union Telegraph Company, has made a curious adaptation of the bicycle to the necessity of his travelling along the railway tracks to look after the company's wires on the line of the Jersey Central Railroad. A little flanged wheel is so rigged in connection with an ordinary bicycle that the machine travels upright on one of the rails, the flanged wheel travelling on the other. A frame of three iron rods connects the two, one rod gripping the front fork, one the head and the other the rear fork of the bicycle, which is thus kept upright.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. **

Those Familiar Questions,

"HOW FAR?" AND "HOW MANY MILES?"

are always of human interest and always answerable when



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it was Always the Foremost and is Now the Only
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NEW YORK.

Staten Island's July 4 Offering.

Many New York cyclists might well put in their July 4 holiday on Staten Island, taking as an excuse for their trip the fact that a twenty-five-mile road race will be held on that day over the South Beach-Tottenville course. The race will be run under the auspices of the Richmond County Road Racing Association, aided by the Century Road Club Association of New York, who, at their semi-monthly meeting, held on June 17, appointed a committee of eight members to work with the Staten Island people and to give their race every support. R. H. Hance, of West New Brighton, Staten Island, is chairman of the road race committee.

The course over which the race is to be run is twelve and one-half miles long. The men will start at South Beach, the turn is at Tottenville, at the extreme southern end of the island, and the finish is again at South Beach. The course, as to road surface, is as good as may be found anywhere in the vicinity of New York, and that means that it is pretty near perfection. It has curves, but no sharp turns. It is hilly, but there are no back breakers along it. It will be well policed.

Perhaps among the newer crop of cyclists and motorcyclists there may be a small percentage who have not yet tasted of the beauties of Staten Island. Staten Island is a huge park, sixteen miles long by ten wide. On one side it is washed by the Bay, on the other side it is cheek by jowl with New Jersey. The natives of the island have been road idealists for over ten years, the result being that it is honeycombed with ribbons of macadam that afford the most perfect riding, and there is scarcely a hill which would ruffle the daintiest rider. Staten Island is marked with parks and picnicking resorts and hotels, among these latter a number of French places, where the table d'hôte and the red wine hold sway. In fact, the island is especially designed for a day's outing, where one can wander hither and thither and taste all kinds of pleasure—lounging, bathing, dining, loitering and so on; and an additional charm is that the metropolitan cyclist is always near home.

The island is reached in three ways—by special excursion boats to Midland Beach, running from the Battery; by the Staten Island ferry, running from the Battery to St. George, or it may be approached by the way of Jersey in this fashion. Cross 125th street, Forty-second street, Twenty-third street (P. R. R.) or Desbrosses or Cortland street ferries, and ask the first person you see how to reach that grand boulevard which leads to Bergen Point. It is easily found, and wonderfully rideable when found. At the Point a three-minute ferry ride will land you at Port Richmond, Staten Island. Here anybody will tell you how to reach Tottenville or South Beach or any part of this beautiful garden spot.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York ***

MANY PEOPLE WONDER

WHY THE

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is so uniformly and in such numbers at the top in contests of all kinds, as well as in regular road riding.

THE REASON

for this is found in its design and construction. It is neither overpowered nor overweighted, and its power is applied to the rear wheel through chains and acts directly, without loss of power in transmission, in propelling the bicycle. Consequently, 1 3-4 horse power in the Indian accomplishes more than double or triple that quantity in other motor bicycles.

IF YOU WANT A MACHINE THAT
GIVES THE SAME RESULTS UNDER
ALL CIRCUMSTANCES . . .

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INDIAN

HENDEE MFG. COMPANY
SPRINGFIELD, MASS.

The Center of Gravity.

In balancing opposite forces the term centre of gravity frequently occurs, and it may be defined as that point in a body about which all the matter in the body behaves as though it was in that point. To illustrate this clearly, says a writer in Science and Art, suppose the case of a bar of iron or steel one inch square, the centre of gravity would be exactly in the middle of the length of this bar if the iron or steel was uniform in density; now, this being the case, if that bar was set on a pivot with its centre coinciding with the axis all the matter in the body would behave as though it was accumulated in the centre upon which it turns. But if the centre of gravity was situated two

inches from the axis or centre upon which it turned it would now be out of balance by a certain amount, which would be represented by what are called mechanical moments.

A modification of the chain and sprocket gearing as used in the bicycle is utilized to steer Shamrock III. This gear, as applied to yachts or boats for steering purposes, is altogether novel. It gives the steersman great power, and in time may replace the aboriginal tiller.

"The Motor: What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

Midsummer Century Over New Course.

Having made a great success with its spring centuries, the New York Division of the Century Road Club of America has decided to institute an annual midsummer century, and the first one will be held to-morrow, with a race home for the fast division, the same as in the spring event. The course will be a new one, going from Bedford Rest by way of Bay Ridge to Coney Island, then to Bedford Rest, Jamaica, Valley Stream, Freeport, Amityville, Hicksville, Massapequa, Lynbrook, Jamaica and back to the start. The race home will begin at Massapequa, and there will be ten prizes at stake in it.



We conceived the idea of Spring Seat Post.
Made one.
It was pretty good.
Didn't satisfy us, though.
Tried again.
Better results.
Combined thoughts and efforts.
Results:

Smith's Two-Roller Spring Seat Post.

Satisfactory.
Try one and be convinced.
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We're forced to build the best bicycles possible.

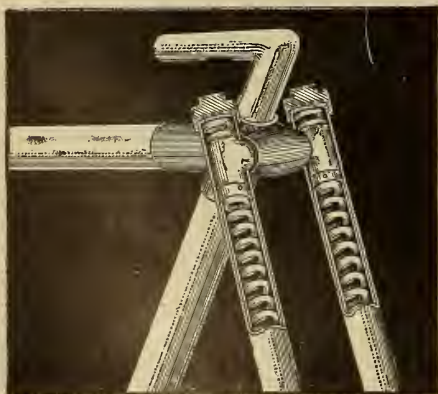
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THE "REGAS" Spring Frame

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on which we can quote deucedly interesting figures to jobbers and large dealers. Are you open for quotations?

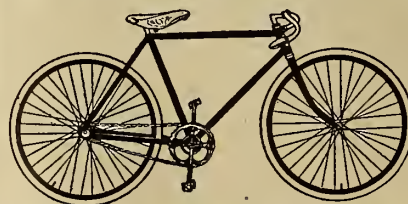
BOSTON CYCLE & SUNDRY COMPANY,

J. M. LINSOTT, Manager,

48 Hanover Street,

BOSTON, MASS.

HIGH-GRADE BICYCLES



The FOWLER,
The MANSON,
The SHERMAN.

WE MAKE OUR OWN WHEELS
They are known the world over.
They have always given satisfaction.

WE SELL THE BEST BICYCLES THAT RETAIL AT \$25.00.
WE SELL THE BEST BICYCLES THAT RETAIL AT \$35.00.
WE SELL THE BEST BICYCLES THAT RETAIL AT \$50.00.
We have always made these three grades and values, and we shall keep on making them.
Our bicycles are unquestioned for durability and for speed qualities.
We have ample capital and increased facilities. New Models for 1903.

Write for Catalogue and apply for Agency NOW.

FOWLER-MANSON-SHERMAN CYCLE MFG. CO.
241-249 South Jefferson Street, CHICAGO, ILL.

California's Remarkable Carbureter.

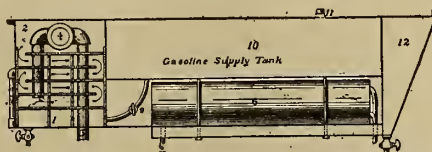
One of the features of the California motor bicycle, which machine G. A. Wyman, the Motorcycle Magazine's cross-continent tourist, is giving a thorough test, is its carbureter.

The device is a radical departure from all existing mixing systems. It is constructed on entirely new lines, and if the claims made for it are anywhere near borne out in practice it should go far toward revolutionizing the design and manufacture of carbureters. It is warranted to produce a perfect gas, thereby obviating the many troubles incident upon the use of an imperfect gas, as well as bringing about an extraordinary economy in gasoline consumption.

The California carbureter is provided with what may be termed a supplementary reservoir. Instead of feeding the gasoline into the carbureter in a continuous flow, as is the general practice, three or four ounces at a time is drawn from the supply tank into the carbureter reservoir, by means of the pipe shown in the appended diagram. This reservoir contains a series of shelves made of a suitable material, which are thoroughly saturated by the gasoline. The air drawn into the carbureter is made to pass over and between these shelves, and is thus thoroughly mixed with the gasoline and

passes directly to the engine through the throttle valve.

The mixture thus obtained forms a perfect gas, and this prevents fouling of the spark plug, corroding of the exhaust valve and clogging the muffler. The California people state that they have yet to hear of the first case where it has become necessary to re-



1, Lower compartment of carbureter should be filled with gasoline, which keeps wicking on sides and shelves saturated with gasoline; 2, carbureter; 3, tube through which air enters the carbureter; 4, mixing valve; 5, tube through which gas is led to motor; 6, coil; 7, gasoline gauge; 8, drain cock; 9, gasoline supply cock; 10, gasoline supply tank; 11, tube where supply tank is filled; 12, lubricating oil tank.

grind or reset the exhaust valve, no matter how long the machine has been in use.

Even more remarkable than the entire freedom from sooty plugs, imperfect mixture, etc., secured by the use of this carbureter is the results obtained in the matter of gasoline consumption. Forty miles on one quart of gasoline can be done, the California peo-

ple say, or one hundred miles on but little more than half a gallon. This is a much smaller consumption than has ever been accomplished, even in track consumption contests.

The construction in detail of the carbureter is clearly shown in the accompanying diagram.

Wants Damages for Loss of Tongue.

A cyclist of Houston, Tex., is suing the city for damages for the loss of a piece of his tongue. While riding over a bridge which was being repaired, and upon which no light was set, he fell and bit off a piece of his tongue. The case should create a precedent. Damages for loss of life, for an arm and so on is an old story, but a damaged talking apparatus has yet to be assessed by a jury.

The Fochs' had to Pay Duty.

Two Dutch cyclists, Messrs. J. and H. Fochs, arrived at Hoboken last week on the Potsdam, of the Holland-America Line. They brought with them two bicycles, upon which they intend to ride from New York to St. Louis. The wheels, however, were seized by the customs people and a duty of \$22 imposed on each. The Fochs brothers were wrathful, protesting that the wheels had been long in use and were not dutiable.

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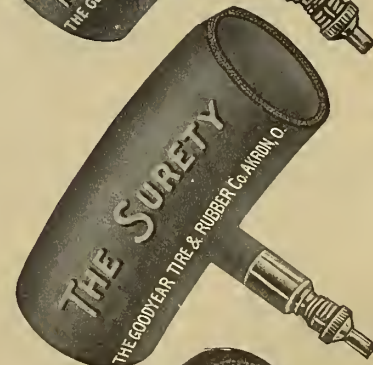
RESILIA ROADSTER.

PRICE WILL SURPRISE YOU.

Season's output of this tire will be limited. Better act early, if interested.

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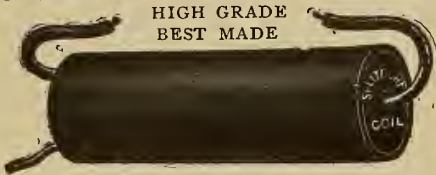
AKRON, OHIO, U. S. A.



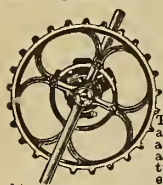
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15 cents per line of seven words, cash with order.

FOR SALE—Holley Motor Cycle in perfect order with three important improvements added. First offer of \$125 takes it. **LEAVEN-WORTH AUTO COMPANY**, Leavenworth, Kansas.

JOHN S. LENC'S SON & CO.4 Fletcher Street, NEW YORK,
CARRY A COMPLETE STOCK OF**BICYCLES, TIRES, SUNDRIES.**CAREFUL ATTENTION PAID TO
PROMPT SHIPMENT.**SPLITDORF SPARK COILS.**HIGH GRADE
BEST MADE

G. F. SPLITDORF, 17-27 Vandewater St., New York.



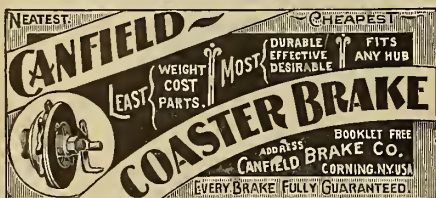
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WHY?

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JifoidQuick Repair
Cement
For Single
Tube Tires.

It will also cement a patch in a Double Tube Tire; cement a Tire to either Wood or Metal Rims; set a plug in a Single Tube Tire. Manufactured by The National Cement & Rubber Mfg. Co., Toledo, Ohio, U.S.A.

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Depots: 210 Lake St., Chicago.
423 Broome St., New York**HIGH GRADE**wheels must have the
best equipments.There is nothing that gives more value for
the money than the use of the**MORSE TWIN CHAIN
ROLLER CHAIN**NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless
Rocker Joints. Insist on having the
Morse Twin Roller. Fits regular
sprockets.

Send for Catalogue and
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Bicycle and Automobile Supplies**THE KELSEY CO.,**

BUFFALO, N. Y.

BARGAINS FOR BICYCLE DEALERS**TIRES, COASTER BRAKES,
GAS LAMPS, Etc.**

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THE E. H. HALL COMPANY (Incorporated),
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You all know what the diamond stands for among
precious stones. You can't well afford
not to know that**D-I-A-M-O-N-D-T-I-R-E-S**

occupy the same plane among tires.

DIAMOND RUBBER CO., Akron, O.**Special Stampings**

FROM

SHEET METAL

THE CROSBY CO., - Buffalo, N. Y.

Motor Equipment,

Applicable to any Motor Bicycle.

**THE A. CLEMENT CYCLE MOTOR
& LIGHT CARRIAGE COMPANY,**

HARTFORD. - - CONNECTICUT.

Our wonderful increase in the volume of business transacted shows that customers appreciate our business methods and low prices. If you have not dealt with us, send a trial order and be convinced.

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208-214 South Ave., Rochester, N. Y.

Novel Plans of Centurions.

The four committee of the Century Wheelmen of New York are leaving nothing undone to stimulate cycling among the club members. Oldtimers will remember what part this club played in the old days when all the world went a-wheel. The men who govern the club hope to revive that activity. The latest move is the establishment of a club headquarters, or rendezvous, at Pelham Bay (at Lobhauer's, on the Eastern Boulevard, Westchester). During the coming summer all Century Wheelmen Club runs will make for the new rendezvous. The members need not start from the club or from any particular place at any particular time. All they have to do is just start any old time and reach the rendezvous any old way. Once there they will find other fellow clubmen, and after a few hours, or the whole day, as may be, the entire party will return in the evening, each man dropping off at his own home point. It seems like a good idea. Many riders are tired of the formal run. Besides, they hate to waste time going to the club. The new plan leaves each member individual and free, while it also assures him of meeting some of his club mates at the rendezvous. The place selected is but thirteen miles from the clubhouse, it faces the Sound, the grounds are beautiful and all the accommodations ample.

Aided Royalty Unawares.

This is the sort of thing that comes only from Paris: A short time ago a cyclist had a fall in the neighborhood of Provins, bruising his arm and cutting his legs severely. A companion took him to the nearest doctor, who was a young man, skilled but very brusque. When the wounds were dressed the cyclist asked the doctor to lend him a cane. The latter directed his servant to supply one, and the cyclist thus reached the nearest railway station. A few days later the doctor received the following letter:

"My Dear Doctor: I am getting along very well, but still need the cane you lent me. To replace it and reward you for your services I beg you to accept the one I send.

"ALBERT, PRINCE OF MONACO."

With the letter was a magnificent cane with a gold head.

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154 NASSAU ST., NEW YORK.

The Week's Patents.

731,207. Motor Cycle. Stephan Nechlediel, Newark, and John Pawlitschek, Orange, N. J. Filed Jan. 29, 1903. Serial No. 140,972. (No model.)

Claim.—1. In a motor cycle, the combination, with the frame, of a motor located at the rear of said frame and above the rear wheel, and means for securing said motor in such position, comprising, upwardly extending posts connected with the rear axle, and a motor attachment frame, consisting, essentially, of a pair of side bars, having downwardly curved parts adapted to lie flat against the sides of the motor casing, bolts for securing said side bars to said casing, and a clamping means connected with said side bars for attaching the same to the frame of the vehicle, substantially as and for the purposes set forth.

731,348. Hose Coupling for Pneumatic Tires. Charles G. Eshelman, Reading, Pa., assignor of one-half to Edwin S. Youse, Reading, Pa. Filed Mar. 6, 1902. Serial No. 96,874. (No model.)

Claim.—As a new article of manufacture a hose coupling for pneumatic tires comprising a coupling sleeve of two rigidly connected parts forming an interior chamber with shoulders and a flanged air barrel having its flanged end located in said chamber and its body portion extending through an axial opening in one of the sleeve parts and a washer located in said chamber between the flange of the air barrel and said shoulder, the other sleeve part being provided with a screw threaded opening of greater diameter than the opening in said washer, substantially as set forth.

To Expand the Gudgeon Pin.

A detail which appears to be capable of very easy improvement is the manner of expanding the gudgeon pin in its seating in the piston wall. This is usually done by means of two cone pointed screw studs with square heads. To properly adjust these requires a special tool which an assembler or repairer would have to make for himself—a long handled box spanner. Then when these are run home it is necessary to enter and spread a pair of split pins through holes bored in each stud head. That is usually a rather clumsy and very inefficient method, and one which in small powered high speed engines gives frequent trouble. There is no reason why these gudgeon pin spreaders should not be considerably longer, so that their heads might be easily getatable, and permit of a more definite fixation to the cylinder wall. These split pins, unless put in carefully, often allow the spreader to slacken, repairers have noticed, and a loose spreader in the cylinder is not long in making business for the repairer.

To Remove Caked Mud.

If mud has, in consequence of laziness, carelessness or ignorance, been allowed to dry on the machine it will be found that a sponge dipped in hot water will quickly loosen the tenacious kinds, whereas a mere damp cloth produces no effect. Force should not be employed, or the grit in the mud is apt to scratch the enamel, and the rusting of the steel underneath is certain to follow.

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Cushion Frame.

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can a bicycle be of the highest grade when it makes no provision or only half provides for the rider's comfort?

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| " Syracuse | 7.55 " | 11.25 " |
| " Rochester | 9.45 " | 1.15 " |
| " Buffalo | 11.40 " | |
| " Toledo | 5.55 A.M. | 8.25 " |
| " Detroit | | 3.15 P.M. |
| " Chicago | 11.50 " | |

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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, July 4, 1903.

No. 14

NEW INDIA RUBBER CO.

Formed in New Jersey and Will Acquire Good Will of Akron Concern.

The India Rubber Co. of New Jersey was incorporated on July 1, with a capital of \$500,000. This company has arranged for the purchase of the good will of the India Rubber Co. of Akron, Ohio, whose plant was destroyed by fire last winter.

The new company will occupy the entire factory of the New Brunswick Rubber Co., at New Brunswick, N. J., and will continue the manufacture of bicycle tires, making a specialty of the jobbers' trade. Solid automobile and carriage tires also will be made.

The factory is now being equipped with new and modern machinery, and will be ready for business by September 1.

J. C. Wilson, who has been associated with L. D. Parker in the management of the Hartford Rubber Works Co., and other tire concerns, will be active manager, and will be permanently located at New Brunswick.

The officers of the company will be elected next week.

Comes to Buy American Goods.

S. R. Kirkness, a traveller for J. C. Plimpton & Co., of Liverpool, England, will visit this country next month for the purpose of looking over the field and making purchases for the 1904 season. Plimpton & Co. are large dealers in American cycles and parts.

Canadian Trade Improves.

Canada is slightly increasing its takings of American cycles and parts. During the three months ending with March they reached a value of \$57,525, as against \$54,425 for the corresponding period of 1902.

New South African Duty.

A new customs convention has been adopted at Bloemfontein, South Africa. Under it bicycles are dutiable to the amount of 12½ per cent ad valorem.

Motorcycling bids fair to have a good run in Ceylon. Several machines are already in use, and the number is said to be increasing.

An unusually heavy demand for juvenile bicycles is reported by English makers.

German Retailers Make Demands.

Having succeeded in forcing makers to supply the public only through the recognized channels of the retail trade, the German Cycle Traders' Association is preparing to make a fresh move. This is to demand that the makers of motor cycle and motor car tires confine the supply of such tires to the retail trade, which in this case is vested in the cycle dealer.

They are confident that the demand will be complied with.

Action almost similar is being taken by the Austrian Cycle Dealers' Association. It is advising its members to insist in making contracts with rubber firms, that no tires may be sold by the manufacturers direct to the public.

Will Perform Double Duties.

At a meeting of the directors of the Morgan & Wright Co., of Chicago, Ill., Charles J. Butler was elected vice-president and general manager. Mr. Butler will continue to be manager of the Single Tube Automobile & Bicycle Tire Co., and he will visit New York once a month.

Pedal Makers Increase Plant.

The Bridgeport Gun Implement Co., of Bridgeport, Conn., have increased their plant three times over the old size. The new installation largely represents more pedal making machinery, all of which will mean still more Star and Bridgeport pedals.

Now the Corbin Screw Corporation.

Yesterday, July 1, the Corbin Screw Corporation took over the business of P. & F. Corbin, New Britain, Conn. The manufacture of the Corbin Duplex Coasterbrake, etc., will, of course, be continued, as usual.

Will Continue to Ride Yales.

The Yale has again been adopted as the standard bicycle by the Newark (N. J.) authorities, and the police of that city will be supplied with them this year, as they have in the past.

Time Prize on a National.

In the Davenport (Iowa) dealers' road race, which was run last week, the time prize was won by Alfred Rounds. He rode a National bicycle.

A Swiss firm, Dufaux Freres, Geneva, has brought out a motor bicycle for ladies.

BUBSER'S UNTIMELY DEATH

Took Place at Greenville—Was Former Manager of Shelby Tube Company.

Fidel Bubser, formerly of Hartford, but later located at Greenville, Pa., has joined the great majority. He died at Greenville Sunday, after a short illness, of typhoid fever. His funeral takes place at Hartford to-day.

Although but thirty-four years old, Mr. Bubser was long a well known figure in the trade in Hartford. He was a racing man of some note in the very early 90s, and later became president of the Hartford Wheel Club. He made his chief impression in the trade, however. Beginning as a machinist with the Pratt & Whitney Co., he left in 1895 to take a position with the Pope Tube Co. as superintendent. Upon the consolidation with the Shelby Steel Tube Co. he was made general manager of all the company's plants. When the United States Steel Corporation acquired the Shelby Co., Bubser was placed at the head of the big plant at Greenville, Pa., where he had charge of five hundred men. He remained there until his untimely death took place this week.

Alameda Dealers Amalgamate.

There has been such keen competition between the dealers of Alameda, Cal., with consequent price slashing, that the need of a cessation of it, if ruin was to be averted, at last became apparent. Several conferences took place, and last week the first steps toward the formation of a local Board of Trade were taken. A delegation went to Oakland to confer with the similar organization at that place. A general meeting is to be called in a few days to effect an organization. It will endeavor to secure a uniform rate of prices for machines and repairs.

French Buyer to Come here.

Felix Fournier, of Felix Fournier & Knopf, Paris, France, will arrive in this country the first week in August to purchase bicycles, motorcycles and accessories. He will remain in this country about five weeks. This firm has an extensive business in France, Belgium and Switzerland.

EXPORTS STILL SHRINK

May's Figures Show Loss of Nearly \$60,000 Over Those of Last Year.

The relative improvement in exports that has been taking place for several months has at last been checked. During May the loss, compared with the same month of 1902, is almost exactly the same as it was in April, whereas the latter was a distinct improvement over March. The figures are \$210,345 for May, 1903, as against \$269,137 for May, 1902.

In numerical importance the United Kingdom's loss of \$28,000 easily takes first place. The shipments to that country in May last amounted in value to only \$25,663, whereas in May, 1902, they reached \$53,950. Germany and "Other Europe" fall off to the extent of \$11,000 and \$10,000, respectively, while Japan drops from \$45,765 to \$37,754. The Chinese Empire shows a loss of \$5,000, as does British North America, while losses ranging from \$1,000 to \$3,000 are recorded in the shipments to Cuba, "Other West Indies," "Other South America," British East Indies and British Africa.

Only about half a dozen countries show gains. Foremost is France, which increased its takings from \$15,240 in May, 1902, to \$26,154 in May last. British Australasia and the Netherlands were the other bright spots, the former increasing its purchases by \$5,000 and the latter by \$4,000. Mexico was the only other country to make a material gain, the figures being \$4,972 in May, 1903, and \$2,971 in May of the previous year.

For the eleven months of the fiscal year, ending with May, the total value of the exports was \$1,941,044, as against \$2,390,558 for the corresponding period of 1902.

The exports in detail for the month and the eleven months, with the comparison for the same periods of 1902, are as follows:

| Exported to— | April— | | Ten months ending April— | | April— |
|--|------------------|------------------|--------------------------|------------------|------------------|
| | 1902. Values. | 1903. Values. | 1901. Values. | 1902. Values. | 1903. Values. |
| United Kingdom..... | \$53,950 | \$25,663 | \$365,392 | \$407,588 | \$242,506 |
| *Belgium | 5,212 | 4,878 | — | 43,846 | 35,624 |
| France | 15,240 | 26,154 | 154,877 | 197,319 | 146,896 |
| Germany | 31,070 | 19,783 | 186,708 | 297,146 | 114,619 |
| *Italy | 6,988 | 6,227 | — | 63,669 | 44,324 |
| *Netherlands | 11,227 | 15,038 | — | 153,032 | 75,968 |
| Other Europe..... | 23,931 | 13,670 | 464,548 | 294,424 | 170,673 |
| British North America..... | 22,559 | 17,813 | 282,954 | 149,673 | 156,678 |
| Central American States and British Honduras..... | 340 | 248 | 5,010 | 4,454 | 2,805 |
| Mexico | 2,971 | 4,972 | 19,217 | 20,656 | 42,730 |
| Cuba | 2,279 | 1,349 | 15,000 | 16,035 | 9,236 |
| Other West Indies and Bermuda.. | 4,755 | 2,958 | 49,020 | 47,063 | 34,309 |
| Argentina | 1,749 | 2,062 | 24,040 | 9,644 | 12,241 |
| Brazil | 289 | 389 | 9,312 | 5,181 | 6,664 |
| Colombia | 24 | 173 | 612 | 981 | 916 |
| †Venezuela | 65 | 64 | — | 604 | 258 |
| Other South America..... | 3,172 | 1,142 | 30,862 | 23,214 | 16,962 |
| Chinese Empire..... | 6,664 | 1,110 | 15,307 | 58,364 | 19,521 |
| British East Indies..... | 4,143 | 1,282 | 52,455 | 43,261 | 35,338 |
| Hong Kong..... | 1,046 | 310 | 8,981 | 4,904 | 2,813 |
| Japan | 45,765 | 37,754 | 225,814 | 213,332 | 406,134 |
| British Australasia..... | 16,761 | 21,730 | 194,356 | 191,943 | 220,505 |
| Philippine Islands..... | 797 | 484 | 66,545 | 16,489 | 14,192 |
| Other Asia and Oceania..... | 1,236 | 1,202 | 22,411 | 23,189 | 28,733 |
| British Africa..... | 6,892 | 3,802 | 87,723 | 101,370 | 92,380 |
| All other Africa..... | — | 88 | — | 3,048 | 7,989 |
| Other countries..... | 12 | — | 255 | 129 | 30 |
| Totals | 269,137 | 210,345 | 2,279,399 | 2,390,558 | 1,941,044 |

Singer's Chain Driver.

The Singer Cycle Co. are bringing out a new 3 horsepower chain driven motor bicycle. The first of these machines has been finished, and was successfully tested on a hill 1100 yards long and with gradients ranging from 1 in 9 to 1 in 6.

German Ball Trade Improves.

The German steel ball trade is apparently in a slightly improved condition, as the report of the Deutsche Guss-stahl Kugelfabrik Gesellschaft, of Schweinfurt, for 1902 shows that for the first time for some years a profit was made.

Replying to yours of the 25th, as to whether we subscribe for and regularly read the "World," would say we have been a paid subscriber of your paper many long years, and we take pleasure in saying it's the only journal which the writer reads weekly throughout.

We regard it as in a field all to itself, and while we take many similar journals, in candor there isn't really any other bicycle paper but the Bicycling World to-day.

We hand you from another of our departments to-day our check for renewal of subscription, which has just expired.

We wish you continued long life. There must surely be a field for such a paper in an industry that will be improving with the years. Very truly yours,

JEROME P. PARKER CO.
Memphis, Tenn., June 27.

The Retail Record.

Humboldt, Ia.—Herrick's shop damaged by fire.

Grand Forks, N.D.—Ben Held, South Third street; new store.

VERY WOULD BE FREE

Files Bankruptcy Petition and asks Relief From Old Warwick Indebtedness.

A. O. Very, of Boston and Springfield, Mass., and well known in cycle trade circles for a decade and a half, filed a petition in bankruptcy on June 25. It is an echo of the old Warwick Cycle Co., in which Mr. Very became interested in the early stages of the deluge. He had been the Boston agent for the Warwick, had invested in the company, and finally he took hold of the business. By that time, however, resuscitation had become impossible.

The liabilities are \$86,708.94, with no available assets. Among the larger creditors are the Boylston National Bank of Boston, \$3,000; City National Bank of Springfield, \$9,947; Pynchon National Bank of Springfield, \$5,000; Second National Bank of Springfield, \$7,562; Warwick Cycle Mfg. Co., of Springfield, \$9,410; First National Bank of Wellsville, N. Y., \$4,178; Newton Rubber Works of Boston, \$1,756. About \$24,000 of the total indebtedness was incurred while the petitioner was a partner in the firm of Very & Osborne.

Speed Rates and Falls.

Why do racing men have so many falls and yet so few bad ones? A man may be in a dozen spills without encountering more than contusions and scratches, or, at the most, a gash or two that scarcely renders it necessary for him to keep off the track. On the other hand, riders going at a slow pace sometimes come a trifling "cropper" with such serious results as a broken arm or leg.

A theory is put forth that the faster one is travelling the less damage one can do one's self at the impact with the ground, because, whereas one falls a dead weight and the whole force is concentrated at one blow when the pace was, say, eight miles an hour, one skims along the ground when the initial pace was four times as great, and the pace is broken up into a number of minute shocks which do no more than remove cuticle. But there is, of course, this added danger, that the further one travels along the ground the more likely is there to be an obstruction to strike which might produce serious results. So, curious as it might seem, it is contended that it is safer to be thrown at forty miles an hour, provided one can be thrown clear, than it is to be thrown at eight miles an hour.

Employees Buy Business.

L. F. Gibson and G. F. Court, old employees of D. A. Stormer, a Peoria, Ill., agent, have bought the business and will carry it on under the style of Gibson & Court. Mr. Gibson has managed the salesroom for two years past, while Mr. Court has directed the repair department for five years.

WYMAN NEAR THE END

Transcontinental Rider Speeds Across New York State—Should Reach Here July 4.

Wyman, George A. Wyman, the across-America motorcyclist, is nearing Gotham. As the *Bicycling World* is put to press Wyman is well along in New York State, and, barring accidents, he should be within the gates of Gotham for the fireworks. Most of Wyman's greatest hardships happened west of Chicago. Compared with his experiences in the Far West, the Eastern half of his task was easy.

Wyman's feat, though it has been quietly accomplished, is a notable one in the history of motorcycling. He left San Francisco on May 16, and, excepting for the five day layto in Chicago, the three thousand and odd mile journey will be accomplished in thirty-eight days. The most remarkable thing about Wyman's trip is not the time occupied in making it, but the fact that he should have been able to finish it with the same machine on which he started. The making of motor bicycles is, comparatively speaking, but little past the first stages, yet on one of these latest creations of man's ingenuity he averages a hundred miles a day for over a month, takes the machine over hundreds of miles of mere apologies for roads, and also bangs it over scores upon scores of miles of railway ties. It might be said that, considering its effect on the motorcycle, a mile of railway ties is equal in destructive possibilities to fifty miles of ordinary good road and to 100 miles of fine

macadam. The fact that Wyman had to lay to in Chicago is not extraordinary. In the journey between San Francisco and that point Wyman gave the machine as much rough use as the ordinary motorcyclist would inflict in two years of continuous service of average home and round and about riding. In his transcontinental trip Wyman made

over thirty century runs—that is, his feat is equal to a weekly hundred-mile run for thirty weeks. Viewed from this standpoint, Wyman's one serious breakdown is not a rebuke to motorcycle construction as far as it has yet gone.

Some of Wyman's daily letters to the *Bicycling World* follow:

"Kensington, Ill., June 23.—Well, I finally left Chicago at 5:30 this morning, and glad I was to get free of the great city. As I wrote you, I arrived in Chicago on the 19th with a broken crank axle bearing. I had banged the machine over two thousand miles of all kinds of roads, including the mostly bad. I had also pounded over I don't know how many miles of railway ties, jumping on and off the track, depending on the good will or sternness of the section bosses, as the case might be, whose strict orders are: 'No trespassing.' Now, you know that cycles are not constructed with a view to buck jumping along railway ties, so it was no wonder to me that I finally met with a mishap. In fact, my constant surprise was that the machine had not developed weakness long before it did.

"However, in Chicago I had a new crank axle fitted, and as I had to wait a few days for this I determined to have the motorcycle thoroughly overhauled, so that, with any kind of good luck, my first accident will be my last. Finally I was able to get away at 5:30 this afternoon, and here at Kensington, twenty-three miles further East, I am passing the night.

"I received the new crank early Tuesday morning, and worked at repairs all day. I also fitted new batteries and new handle

(Continued on page 432.)



RESTING AFTER AN EXPERIENCE WITH NEVADA ROADS.



FIFTEEN MILES OUT OF OMAHA; ALMOST MUD-BOUND.

STRAWS



Show which way the wind blows—

“Of the first 10 to finish
8 RODE NATIONALS.”

BURLINGTON, IOWA, JUNE 24, 1903.

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GOOD BICYCLES
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NATIONAL CYCLE MFG. CO.,

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Published Every Saturday

By

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General Agents: The American News Co., New York City and its branches.

Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JULY 4, 1903.

What it Really Means.

As the postman hands you this copy of the *Bicycling World* G. A. Wyman will be within the gates of Gotham, in no worse shape himself for his little three thousand and odd mile journey from coast to coast. As for the motorcycle he carried with him—well, it may be a shade shopworn, and it will no doubt need a bit of attention at the hands of the doctors.

But that is nothing. Wyman's ride is equal to a whole year's motorcycling as practised by the ordinary rider. We figure out that three thousand miles is equal to thirty century runs—that is, equal to a hundred-mile Sunday run for thirty Sundays. So it is no wonder that the machine used by the transcontinentalist should show a bit of wear and tear. And then, when one considers the kind of roads Wyman passed over, including the killing miles of railway ties, it is really a tribute to motorcycle efficiency, as we know it to-day, that Wyman was able to carry one machine over the entire journey.

In brief, Wyman's trip loudly testifies to the practicability and general adaptability and staunchness of the motor cycle. His journey practically means that the motor cycle, as we know it, is good; that it is serviceable, and that it is capable of sustained pace over all sorts of country. A deal of credit is also due to the rider. For a trip of this sort calls for many good qualities, and, had not Wyman been insistent, courageous and gritty, he would have achieved a fizzle instead of a success.

The Dealer's Share of the Blame.

It is not new for the *Bicycling World* to inveigh against the lack of enthusiasm and almost absolute apathy on the part of dealers as one of the factors in a decline of riding. We return to the subject without apology, and propose to keep at it until we have aroused retailers to a realization of how much they are neglecting business through the faults of omission.

Specifically the failure of the dealers to get out on the road themselves and ride and mingle with the riders, as they did in former years, is one of the most grievous of their sins of omission. It is not only that by failing to get out they miss the chance of meeting and making customers of many and of diffusing enthusiasm for cycling generally and for their goods in particular; this is bad enough, but they also fail to keep themselves posted sufficiently to be properly in sympathy with the business they are in and with their customers. Their old stock of knowledge will not do. It is not enough that they formerly rode and know all about the different roads, the climbs, bad spots and the troubles met with in the way of punctures, upsets and other mishaps. They must know the contemporaneous conditions in road riding through experience in order to treat customers with the sympathy and understanding that begets confidence and improves trade.

If dealers rode more and reflected upon the sights they saw on the road, and were alive to their own interests, there would be much less of one of the abuses of cycling that one sees continually on the roads, and which has been a potent cause in the decline of cycling by women. This is the sight of women straining themselves unnecessarily, becoming unduly fatigued and getting misery and injury instead of pleasure and benefit out of a ten-mile ride, solely because they have not a proper position on their wheels.

It is a plain fact that what is seen on the

road on any pleasant Sunday quite justifies the conclusion that helping women riders to get a true and advantageous poise on their wheels is something no one bothers about nowadays. Nine out of ten of the women seen on the roads and cycle paths are toiling terribly over the pedals because they are sitting too low or too high, too far forward or too far back. Their bodies are contorted out of all lines of grace and ease, their legs are thrusting awkwardly, showing a great waste of strength, and their faces have the drawn and set expression that tells of overexertion. After a few rides of this sort women conclude that cycling is too strenuous and not beneficial, and quit it, and quite rightly, too. Riding in a false position on wheels that did not fit them and with gears too high for their strength has had more to do with the abandonment of cycling by women than even fashion has.

The disappearance of schools of instruction, in which the men saw to it that pupils were properly posed on their wheels, has had much to do with the prevalence of this abuse of the bicycle. The importance of a correct position, differing in each individual case, is not impressed upon riders as formerly it was. Many of the riders, both men and women, seen on the roads nowadays are self-taught, or the graduates of personal friends, wholly incompetent to keep readjusting the saddle and handle bars until the position most advantageous for the easy application of power is obtained. Men road riders also are now seen toiling far beyond what is necessary because of having a wrong position, though not in the same proportion as women. A great number of the men out do not understand the importance of correct position, nor how to get it, and therefore they let the women go struggling along, using themselves up and making a labor out of what should be a pleasure.

Under these circumstances it manifestly is "up to" the dealer to contribute all he can toward reducing the prevalence of the abuse. If he went out on the road and saw how common it is, and reflected upon how much it was hurting the sport and trade to have women quit exhausted and full of pains after a few miles of unnatural and unnecessary straining over the pedals, he surely would not do, as so many are now doing, and hustle riders out in any sort of position so long as they can sit on the saddle and reach handle bars and pedals.

It would be a direct and material and great help to cycling if the dealers and re-

pair men who do understand these things would study the false positions seen on the road and take an interest in the riding position of every customer who calls at their shops for any purpose. This is not possible, of course, on busy days, but it is on others, and it is not done. It would not be simply philanthropy to do it, but business. It would help riders to enjoy their bicycles more, encourage them to ride more and help to lead others into the sport. Not only in the shop, but on the road, the dealer would be simply looking after his own interests if he was alive to abuses such as this and played the Good Samaritan by helping to correct them.

For the 1904 Season.

With the manufacturing season virtually over, and designers hard at work on new models, some of which are to all intents and purposes already decided upon, the season of 1904 seems close at hand. Even the fact that the selling season is not yet over, or that the riding season has yet more than half its course to run, fails to affect this sense of nearness. The summer solstice is the busy period in the experimental room, and ere it comes to an end the plans for the ensuing year have been laid, the material purchased in most cases, and everything is in readiness to begin work when the proper time arrives.

There is reason to believe that the approaching season will be marked by more novelties than have appeared for a number of years. The present year has been marked by a revival of interest in the bicycle as a pleasure vehicle, even although a proportionate increase in sales has not attended it. The demand for good, or rather for the best, machines has been most pronounced. Several concerns have signalized the year by dropping their cheapest patterns and pinning their faith to the better grades; others have made a consistent and persistent push on the very highest grades; and in nearly all cases this faith in good goods has been fittingly rewarded. Therefore they are certain to go still further on the same road, and to be joined by other makers who perceive both the advantages and the possibilities it possesses.

With increased prices come, almost as a matter of necessity, novelties, changes, improvements—whatever they may be termed. Whenever a maker can get more money for his goods he improves them; just as when his selling price is limited he cuts his garment according to his cloth and ruthlessly cuts out the changes that always cost money.

When customers enter the field who are both anxious for novelties and willing to pay for them, it is a foregone conclusion that they will be forthcoming. It is, therefore, dollars to doughnuts that the experimental rooms already contain the germs, if not the complete creations, of designers who, realizing the demand, have made early preparation for it.

Appoint Aggressive Agents.

The progressively increasing vitality of cycling may be still further maintained and stimulated by the multiplication of its logical apostles, the agents—which is to say that, while each new rider of to-day should easily account for the making of, say, three other cycle devotees, it is to the agent we must look for genuine, far-reaching and sustained stimulation. In an ordinary business, in ordinary times, the appointment of agents is and should be a matter of careful consideration, of searching inquiry and of prolonged investigation. But cycling is not an ordinary business; nor, from the cycle-using and cycle-selling standpoint, are these ordinary times. On the contrary, they are rather extraordinary, for the particular reason that no other business under the sun depends for growth upon sheer enthusiasm as does cycling at this moment.

It is for this reason that we recommend a liberal policy in the appointment of new agents. It might be said that, except in extraordinary cases, a firm of any size cannot have too many of them, providing they have the one cardinal requisite—enthusiasm. We highly recommend that all cycle-making concerns should devote considerable attention to the introduction of new blood into their agency systems, that they should take ever so much pains to ferret out in the cities and towns and villages the particular men best adapted to introduce and to sell bicycles. The type is well known. The ideal agent is a man of youth—yet the sort of youth that has balance—coupled with vitality. The typical agent is the sort of man who is chock full of physical exuberance, who can ride a bicycle himself and who wants to ride, who is a good all-round fellow, and who has, more or less, the quality of leadership.

The ideal agent, again, is the live man, the man who can rattle about his store from early morning until late at night, doing this, that and the other thing, and at the same time give the place an atmosphere of geniality and neighborliness. Such was the man who made cycling “go” in other days, and

he is the type by whom it must be rebuilt. So we say, widen out the angle in the appointment of agents; be not too particular; learn only if the man is honest and is looking for opportunity. Sidetrack for the moment the questions of responsibility and credit, but, being assured of three things, of will, of honesty, and of enthusiasm, hesitate not a moment to add such a one to your staff.

We say again that the agent is the natural apostle of cycling, and his voice should be heard in the land. He is the man who keeps working on a subject until he finally makes a convert. The cycle rider will himself talk to a friend and endeavor to induce him to take up the sport for friendship's sake; but with the cycle agent it is a matter of bread and butter, of commercial reputation, of making a success. With the motorcycle and the whole scheme of motorism blossoming as it is at present, such a man as the kind we have outlined can be readily induced to believe that the taking on of a cycle agency may lead to much bigger things. And he can be led to accept this as a fact, and by logical deduction.

It is an absolute truism, capable of all kinds of proof, that cycling is a reviving, not a dying, business. It is also equally true that cycling can be developed alongside of other enterprises; and it is again equally true that the cycling agency must in time be the motor cycling agency, and, in fact, headquarters for many forms of motor vehicles. Certain it is that a cycle and motor cycle enterprise is promising enough to engage the time and talent of any young man who is eager to get in on the ground floor of an expanding business.

In the East, where fashion largely rules the tide of sport, we hear much about the decline of cycling, but seldom hear of the other places where the opposite conditions prevail. Yet through the West and South, and in the East also, except in the big cities, cycling is in a healthy condition and is flourishing in its every phase. It is necessary that this should be so in order to explain the making and selling of hundreds of thousands of bicycles every year.

Our little editorial on the weather in last week's *Bicycling World* had its effect. We thought it would. Old Sol has promised to be good and shine for all, while Jupiter Pluvius has agreed to forswear water for the rest of the summer. All of which we will try and bear with.

THREE DAYS ON MOTORCYCLES

Nearly Two Score Riders off on Second Annual Endurance Contest.

As the Bicycling World goes to press this week (early because of the holiday) some forty motorcyclists are preparing for an arduous contest of endurance and reliability from New York to Worcester and back, the second annual endurance run of the Metro-pole Cycling Club, held this year in co-operation with the New York Motorcycle Club. It is a ride of 392 miles, to be covered in three days by schedule, and the competitor who comes nearest to being exactly on schedule time at the various checking points will be awarded the one gold medal. Others who score 1,000 points under the rules, as published in the Bicycling World last week, will be awarded silver medals. All finishers within the rules who do not score 1,000 points will receive bronze medals.

In connection with the award of the gold medal the committee has decided that, while the contestants will be allowed an hour and a quarter each day for their noonday meal, and while they may take that seventy-five minutes in instalments, between such different places as they may choose, and have the total hour and a quarter credited to them at the end of the day so that they may be that much behind schedule at the night control without being penalized and falling below a perfect score, yet the rider who keeps closest to the schedule, as arranged, and does not take advantage of this allowance for meals, or takes the least advantage of it, will be given the medal. The reason for this is manifold. Under the rules the hour and a quarter could be taken in stops of varying duration all through the day, and the time allowed be used for repairing, or the meal time allowance might be used as a credit to compensate for a pace that fell below the average called for by the schedule. Again, the constant revision of the schedule necessitated by a rider taking fifteen minutes of his meal time allowance here and ten minutes of it there would be apt to confuse riders, and mistakes in computation would result in their reaching checking points at wrong times and being penalized when it was unnecessary. Furthermore, the schedule, as arranged, permits of riders running ahead of the fast schedule enough to get ample time for a lunch every day, and as the night and morning meals will be eaten at the controls, this is all that is necessary. This plan of the committee will make the gold medal a hard won trophy, but it will, on the whole, be fairer and more satisfactory all around.

The gold medal will be awarded on the basis of adherence to the fast schedule only, and will go to the man who takes least of the time allowed for meals.

The officials of the run are as follows:

Referee—Will R. Pitman, New York Motor Cycle Club.

Assistant Referee—H. E. Carr, New York Motor Cycle Club.

Timers—New York, Alderman Joseph Oatman; Springfield, J. E. Whitten; Hartford, Norman Gillette.

Checkers—Bridgeport, William Stiff; New Haven, Samuel E. Campbell; Hartford, Norman Gillette; Springfield, J. E. Whitten; Worcester, B. A. Lemont; New York, Roland Douglas.

While the regular checking places will be at the places named, it has been arranged by the committee to have some sly checking done unknown to the riders, in order to prevent scorching till way ahead of schedule and then waiting for the proper time to go into the town and be checked. The competitors will be divided into two classes, those under $2\frac{1}{2}$ horsepower being in Class A, and those of $2\frac{1}{2}$ horsepower and over in Class B. The fast schedule of fifteen miles an hour is for both classes if they elect, while a ten-mile an hour slow schedule has been arranged for Class A and a twelve-mile an hour slow schedule for Class B.

The start was scheduled for 6 o'clock on Friday morning from Seventh avenue and 110th street, New York. Friday night will be spent in Springfield, 144 miles out. The turn at Worcester, 196 miles away, will be made at 9:38 a. m. on Saturday by those riding on the fast schedule, and Saturday night will be spent in Hartford. The finish is scheduled for the fast men at 1:52 p. m. on Sunday in New York. The first day the distance covered will be 144 miles, the second day 130 miles and the third day 118 miles.

Following is a list of entries up to Wednesday:

Number and rider.

| Number and rider. | H. P. | Machine. |
|--|-------|------------|
| 1. Frank Zirbes, Roscoe, Wis | 3½ | Mitchell. |
| 2. C. S. Mankowski, New York City | 3½ | Mitchell. |
| 3. C. N. Emerson, Lowell, Mass..... | 2 | Auto-Bi. |
| 4. J. W. White, New York City | 2¼ | Merkel. |
| 5. W. E. Luettgens, South Manchester, Conn. | 3 | Marsh. |
| 6. A. R. Marsh, Brockton, Mass..... | 3 | Marsh. |
| 7. A. A. Hoyt, Whitman, Mass..... | 3 | Marsh. |
| 8. W. T. Marsh, Brockton, Mass..... | 3 | Marsh. |
| 9. George P. Jenkins, New York City..... | 3 | Marsh. |
| 10. J. H. Bartlett, New Britain, Conn..... | 2½ | Marsh. |
| 11. William E. Wahrenberger, New York City | 5 | Hereules. |
| 12. G. N. Rogers, Schenectady, N. Y. | 2¼ | Merkel. |
| 13. B. F. Doherty, New Britain, Conn. | 2½ | Ow'n Make. |
| 14. Samuel McSkimou, New York City | 3½ | Mitchell. |
| 15. George B. Piefer, Brooklyn | 1¾ | Indian. |
| 16. Frank E. Domina, Providence, R. I..... | 2½ | Auto-Bi. |
| 17. Lincoln Holland, Worcester, Mass..... | 2½ | Auto-Bi. |
| 18. F. Alton Clark, Union City, Conn..... | 2½ | Auto-Bi. |
| 19. Charles M. Burnham, Waltham, Mass..... | 3 | Marsh. |
| 20. John E. Oest, New York City..... | 1¾ | Werner. |
| 21. David D. Miller, New York City..... | 4 | Orient. |
| 22. J. M. O'Malley, Hartford, Conn..... | 2¼ | Columbia. |
| 23. Walter J. Ziegler, Elmwood, Conn..... | 2¼ | Columbia. |
| 24. N. P. Bernard, Hartford, Conn..... | 2¼ | Columbia. |
| 25. Frank A. Bowen, Utica, N. Y..... | 1¾ | Warwick. |
| 26. W. A. Roberts, Clinton, Mass..... | 1¾ | Warwick. |
| 27. Ellery C. Fisher, Brockton, Mass..... | 2½ | Auto-Bi. |
| 28. W. E. Hyde, Shrewsbury, Mass..... | 4 | Orient. |
| 29. E. M. Rogers, Schenectady, N. Y..... | 1¾ | Indian. |
| 30. George N. Holden, Springfield, Mass..... | 1¾ | Indian. |
| 31. George M. Hendee, Springfield, Mass..... | 1¾ | Indian. |
| 32. Joseph Downey, Roslindale, Mass..... | 2½ | Auto-Bi. |
| 33. R. R. Boorman, St. Paul, Minn..... | 2½ | Wagner. |
| 34. B. B. Bird, St. Paul, Minn..... | 2½ | Wagner. |
| 35. John F. McLaughlin, New York City..... | 2½ | Auto-Bi. |

VEHICULAR TRAFFIC FIGURES

Hartford Paper Makes a Count That Shows the General use of the Bicycle.

Here is a little table which casts considerable light on the vehicular traffic of the day. It is a count made by the Hartford Courant of the vehicular traffic for one day over the bridge connecting Hartford and East Hartford. It is worth some study. The count was from 4 a. m. Saturday to 1 a. m. Sunday, and resulted as follows. Foot passengers, 2,087; bicycles, 1,069; single teams, 1,049; double teams, 199; three and four horse teams, 9; automobiles, 43; trolley cars, 458. It is estimated that the 1,300 vehicles, including the automobiles, carried 2,000 people. Adding to this number those on bicycles and the pedestrians, the number of those travelling over the bridge, exclusive of passengers on trolley cars, was 5,156. The records of previous counts show the following figures:

| Date. | Pedestrians. | Bicycles. | Single teams. | Double teams. |
|----------------|--------------|-----------|---------------|---------------|
| Nov. 29, '99.. | 641 | 313 | 720 | 261 |
| Aug. 10, '00.. | 1,613 | 1,226 | 1,091 | 292 |
| Nov. 21, '00.. | 1,444 | 285 | 926 | 636 |
| June 15, '01.. | 1,816 | 1,307 | 1,109 | 266 |
| June 28, '02.. | 6,057 | 1,659 | 1,147 | 244 |

Medals for Club Runs.

As an incentive to encourage the interest already shown by its members in club cycle runs, the Royal Arcanum Club of New York has offered the following prize medals, to be awarded to the leaders in the club run competition of 1903: First prize, gold medal, diamond setting; second, silver medal; third, bronze medal. For the road officer attending most runs, gold medal.

YOUNG NOVICE A SURPRISE

Skater Dorlon Glides Away With Horse and Buggy at Manhattan Beach.

The absence of the professionals weakened the card for the twice postponed opening of the Manhattan Beach track last Saturday, but there was a good sized crowd on hand, drawn by the big Kennedy-Powers amateur two-mile handicap, with its first prize of a horse and buggy, and the paced race between Nelson, Walthour and Leander.

The paced race rather fizzled, and the handicap was the event of the day. Oliver Dorlon, who never won a race before, started from the 175 yard mark, and galloped away with the horse and buggy. He made a runaway race of it, but it was not a fluke. On his record he deserved every inch that he got in the way of handicap, so it was not a gift from the handicapper. The boy had simply become "good" since last year, and trained himself into condition to do as he did.

Dorlon was the hero of the meet. He distinguished himself in the first event, the novice race, by winning his trial heat and the final in dashing style, both by a couple of lengths and riding strong. He got 175 yards from the handicapper, the limit being 225 yards, and started in the third trial heat in the two-mile handicap for the road rig.

Although there were six to qualify and only eight started in his heat, Dorlon took no chances, but rushed through and won by a good margin. In the final he started from the first to make a runaway of it, quickly overhauled the limit men ahead of him, and, going on, he opened up a gap of about eighty yards between himself and the next bunch back. It was not a fleeting effort that he made, as every one supposed, but a good, hard, honest steal.

It was not until the race was half over that the others realized that the runaway was a rider and not going to "die away and come back" to the bunch. Dorlon had sustained speed, and he won by about forty yards. The scratch men and other back markers disagreed about making pace, and did not get going until it was too late for them to overtake the handicap men.

Dorlon is the boy who distinguished himself in the skating contests in the Clermont Avenue Rink, Brooklyn, last winter, and is another illustration that a good skater makes a good bicyclist, as has been previously shown in the cases of John Johnson, Iver Lawson, Leroy See and others. Dorlon's only previous efforts on a wheel were two made last year. He started in a novice and was not placed, and started in a five-mile handicap, with 400 yards, and ran up and fell over the outer edge of the track.

It was a popular announcement that the crowd heard when informed that by mutual agreement Bobby Walthour, Joe Nelson and

George Leander would start simultaneously and ride a race of fifteen miles instead of riding three five-mile heats.

The men had a flying start, Nelson getting about ten yards the best of it in the scoring. He led from that on and gained steadily. At the end of a mile he led Walthour by sixty yards. Leander, who got away second, was passed by Walthour in the fifth mile. In the seventh mile Nelson lapped him, and in the tenth mile his motor went wrong, and after riding a mile unpaced he withdrew.

In the twelfth mile Nelson lapped Walthour, and in the next mile came a lively mixup. First Walthour's motor went wrong, and he was about to quit when Nelson's pacing machine gave out. Champion came out with Leander's machine and Walthour tacked on to it. Walthour's machine got going again before Nelson's did, and Nelson took his opponent's pace until his own came around. Walthour gained some in the series of troubles, but lost the race by about 700 yards. The time made was close to the track record until the motor troubles began. Summary:

One-third-mile novice—Won by O. Dorlon, Manhattan Beach; Joseph S. La Voice, Jersey City, second; Irving Mays, Rahway, third; Frank C. Fisher, Brooklyn, fourth. Time—0:43 1-5.

Two-mile handicap—First prize, horse and buggy; second prize, \$75 value; third, \$50 value; fourth, \$20 value—Won by Oliver Dorlon, Manhattan Beach, 175 yards; Edward Bailey, New York, 100 yards, second; Joe Rockowitz, New York, 100 yards, third; Benjamin Reynolds, Brooklyn, 125 yards, fourth. Time—4:13 4-5.

Fifteen-mile motor paced race—Won by Joe Nelson; Robert Walthour, second; George Leander, third. Time—22:45 3-5.

Wilson of the Citizens.

"When we got the news here that Sir Thomas Lipton was entertained at dinner in London by George T. Wilson, an American, and vice-president of the Equitable Life Insurance Co., I wondered how many of the oldtimers recognized in the distinguished Mr. Wilson the former secretary of the old Citizens' Bicycle Club," remarked the veteran Elliott Mason the other day. "George Wilson was one of the liveliest members any bicycle club ever had at the time when Fred G. Bourne, now commodore of the New York Yacht Club, was captain of the Citizens. Whenever there was a run or tour or jollification of any sort Wilson was looked to to be the life of the party, and he never failed us. There were good men in that old club, and good men in the sport at large, and many of them are occupying prominent places to-day. Wilson and Bourne are not the only two. George R. Bidwell, Simeon Ford and a score of others might be named who were members of that 'Old Guard' of cycling."

The small and inoffensive borough of Vailsburg, N. J., has a Mayor on its hands.

PACED CIRCUIT REVIVING

Six Races Run During the Week—Robert Walthour Still the Leader.

There was a little more doing on the paced circuit during the last week than in the previous seven days, and up to Wednesday of this week five races were added to the list of scheduled events run off. These were nearly all run on "rain dates," and the schedule is in very ragged condition still. As will be seen from the table, Walthour still leads. With fifteen races run the standing was:

| | Firsts. | Seconds. | Thirds. | Total points. |
|----------------|---------|----------|---------|---------------|
| *Walthour | 5½ | 1½ | 0 | 19½ |
| Nelson | 1 | 4 | 1 | 12 |
| De Guichard... | 3 | 0 | 1 | 10 |
| *Stinson | ½ | 1½ | 4 | 8½ |
| Leander | 1 | 1 | 1 | 6 |
| Caldwell | 1 | 1 | 1 | 6 |
| Butler | 1 | 1 | 0 | 5 |
| Mettling | 0 | 2 | 1 | 5 |
| Lawson | 1 | 1 | 0 | 5 |
| McLean | 1 | 0 | 1 | 4 |
| Moran | 0 | 1 | 2 | 4 |
| Monroe | 0 | 1 | 1 | 3 |
| Freeman | 0 | 0 | 2 | 2 |
| Totals | 15 | 15 | 15 | 90 |

*First and second places in a race not decided, so the total points for those places, five, lumped and then evenly divided.

In the following summaries of circuit races the winner of the heat is named first, and then the man defeated:

Baltimore, June 25. Five-mile Heats.

1st Heat—Walthour-Nelson.
2d Heat—Leander Nelson.
3d Heat—Walthour-Leander.

Washington, June 26. Five-mile Heats.

1st Heat—Walthour-Butler, 5:55 3-5.
2d Heat—Butler-Freeman, 7:08 1-5.
3d Heat—Walthour-Butler, 5:47 2-5.

Providence, June 26. Ten-mile Heats.

1st Heat—Caldwell-Stinson.
2d Heat—Stinson-De Guichard.
3d Heat—Caldwell-Stinson.

Pittsburg, June 26. Five-mile Heats.

1st Heat—Walthour-Freeman, 6:22.
2d Heat—Mettling-Freeman, 6:30 2-5.
3d Heat—Walthour-Mettling, 6:06.

Manhattan Beach, June 27. Fifteen Miles Straight.

Nelson, Walthour, Leander; 22:45 3-5.

Charles River. June 30.

Fifteen miles straight.
De Guichard, Lawson, Monroe. 19:16 1-5.

N. C. A. Sanctions Hillside Races.

Notwithstanding the loud protest of the citizens, the Hillside Track Association has scheduled races for this coming Sunday. A sanction has been obtained from the N. C. A., C. B. Bloemcke, who holds the franchise for the Newark district, giving a release, saying that he did not want to prevent others from holding Sunday races so long as he could not.

FOURTH OF JULY TOURS

Century Association has two Arranged, Both Fine—Other C. R. C. A. Events.

There are to be two tours by the members of the Century Road Club Association over July 4. One started at 8 a. m. on July 1 to Lancaster, Pa., a distance of 160 miles. The tourists took the train to Newark, rode to Elizabeth, Westfield, Plainfield, Bound Brook to Trenton, having dinner at Trenton, thence to Bristol, Pa. They will take the steamer at Bristol and sail down the Delaware River, landing at Arch street wharf in Philadelphia, and remain in Philadelphia over night. On July 2 the run will be continued to Lancaster, Pa., where an elaborate entertainment had been prepared. The return route is undecided.

The other run starts from the clubhouse, 310 West Fifty-third street, at 8 o'clock on the evening of July 3, riding to Sag Harbor, N. Y., where a number of its members have entered the boat races and swimming matches which will take place there on July 4.

Captain Gull has also called a club run for July 4, leaving the Battery for South Beach, Staten Island, on 9:30 boat. It is the intention of the organization to see the road race at South Beach and spend the balance of the day at South Midland Beaches. They will be joined by the Monitor C. C., of Brooklyn, and possibly one or two other clubs.

The Century Road Club Association has planned two active months during July and August for short and long distance races. There will be a one-mile novice and a two-mile handicap at Valley Stream on July 19, and a fifty-mile handicap on the South Beach-Tottenville course on July 26. These races are open events. There will also be in August five, ten and fifteen mile handicap races, which are open to members only.

License Law's Wide Scope.

The police have been busy during the last week halting motorcyclists and warning them to get licenses, as required by the Bailey law. It seems to be the common interpretation of the courts and the police that motorcyclists come under the law, and there seems to be nothing for the motorcyclists to do but take out licenses until such time comes as the law can be thoroughly tested and its exact scope determined. A great many riders have already paid their dollar to the State and accepted the tagging approved of for them by automobilists of the New York club.

The Itinerant Cycle Drummer.

He has come at last—the cycling canvasser, who goes from door to door selling bicycles on the familiar lines, cash down or by convenient instalments. An insinuating little fellow, blessed with a tongue that was well-nigh irresistible, worked part of Glasgow last week, and probably he was only one of a squad, says the Scottish Cyclist.

A Novelty Half Century.

The Monroe Wheelmen, a lively cycling organization, with headquarters at the Pabst, Harlem, One Hundred and Twenty-fifth street West, have scattered broadcast entry blanks and printed details of what they call their "First Annual Interborough Novelty Half-Century Run," which is to be held on July 12. The main object of the run is that it shall yield pleasure. The pace will be easy, and a particularly rideable route has been selected. The run will start promptly at 8 a. m. on July 12 from the clubrooms of the Monroe Wheelmen, at 256 West One Hundred and Twenty-fifth street. The route will be down Eighth avenue to Fifty-ninth street, across Fifty-ninth street, down Fifth avenue to Twenty-sixth street and east to the Twenty-third street ferry. Then from Broadway, Brooklyn, through Bedford avenue, via Sixteenth avenue to



R. J. NAGEL, President Monroe Wheelmen.

Bath Beach, with a twenty-minute stop at Supper's Hotel, and then from Bath Beach via Twenty-second avenue up to the Coney Island cycle path, returning by the cycle path and Eastern Parkway to Piel's Brewery, in East New York, with an hour and a half stop for dinner. After dinner the route will be home, via Jamaica, with a twenty-minute stop at that town at Pettit's, to Flushing, to College Point, and from College Point to East Ninety-ninth street.

The promoters of this run point out that it is especially planned for the benefit of ladies and gentlemen, and for both old and young riders. It will be under the personal supervision of Oscar Frankel, captain of the Monroe Wheelmen. Everything will be done to make it an easy and pleasurable outing for all concerned. The entry fee is \$1, and the survivors will be presented with an appropriate silver medal. In case of rain the run will be postponed until Sunday, July 17. Entries close on Monday, July 6, with Secretary H. B. Ball, jr., care Pabst Harlem, West One Hundred and Twenty-fifth street, New York City. A handsome trophy will be donated to the club entering the largest number of uniformed members.

BIGGEST CENTURY OF ALL

The "Journal" Run had 700 in It—Grey Beards, Boys and Women Among Them.

The annual "Journal" century run, arranged by Captain C. P. Staubach, of the 8th Regiment, which is always the largest of the season out of New York, was run last Saturday on Long Island with about 700 participants. There were a couple of hundred men from out of town in the ride, including one from Jacksonville, Fla., J. B. Anderson. There were about thirty riders from Bridgeport, Conn., and they had with them a quartet, who sang a great part of the journey.

The run was captained by C. P. Staubach, with well known century riders acting as pacemakers and couriers. There were ten divisions in all, of which eight started in the morning. The veterans of the run were John Castles, Isaac Gillette, D. M. Adee and Will R. Pitman, all past fifty, while Thomas Murphy and Fred Ninast, aged, respectively, fifteen and sixteen, were the youngest riders. There were five women on the run—Mrs. A. H. Remington, Mrs. A. E. Due, Mrs. E. B. Horton and Mrs. R. Munsterman being four of them, and the fifth being a woman on a tandem.

The route was from Bedford Rest to Freeport, Amityville, Lynbrook, Rockaway, Hempstead, Freeport, Valley Stream and back to the starting point. Mishaps were few for the big number out, and a large percentage finished and got medals. W. F. Dee, of the third division, was knocked down by a horse near Freeport, but was only bruised. D. M. Adee, pacemaker for the first division, had a hen run between the spokes of his wheel and sustained a bad fall, but finished. The hen was decapitated.

Constitutionalizes on her Cycle.

A dispatch from Newport, R. I., makes much of the fact that Miss Greta Pomeroy, one of the leaders of the younger Newport set, uses her wheel for the morning constitutional spin, usually riding from her mother's villa, in Ocean avenue, to the Casino. Miss Pomeroy, who is one of the most skilful and daring of cross-country riders, was wont to take a morning canter, so that her renewed interest in cycling has naturally caused comment among her young friends, many of whom have been induced to follow her example.

Wanted it in a Hurry.

A cycle was sent to a dealer with both wheels buckled, the frame twisted, handle bars snapped off and pedals and cranks twisted. The cycle had left the store brand new only two days previously. With it came a note to the effect that the owner "would be obliged if the cycle could be repaired by 5 p. m. this evening"! The dealer was staggered, but he sent word by the messenger that 5 p. m. two weeks later would be about the time the machine would be ready.

WYMAN NEAR THE END

(Continued from page 423.)

bars—this last not absolutely necessary, but I determined to leave nothing to chance. I could not get away from Chicago quick enough. First I naturally chafed at the delay, and, secondly, I thought Chicago would eat up all my money, for they rent rooms by the square inch and charge for food by the ounce.

"Ligonier, Ind., June 24.—After oiling up and taking on a supply of gasoline—it was half linseed oil, for I was not looking at the time—I cleared away from Kensington at 6:45 a. m. The first twenty miles it was a case

Perrysburg, just 126 miles east of Ligonier, and that is the length of my day's stride toward New York. I pulled out of Ligonier at 8 a. m. and crossed the State line between Indiana and Ohio at 11:30, covering the forty-eight miles in 3 hours 30 minutes. Once in Ohio the road was good from Edgerton to Bryan. At Swanton I had to take to the railroad tracks, and had nine miles of it to Holland. Here conditions got so bad that I went back to the road. I reached Perrysburg at 7:20, and in front of the hotel answered fifty-five questions about myself and the machine. These people don't believe in either of us when I tell them that the little

nobow for any length of time. Covered 75 miles to-day; gasoline used, three quarts.

Angola, N. Y., June 28.—Made 96 miles to-day, and have determined to reach New York City on July 2, even if I have to ride day and night to do it. Had considerable trouble to-day; but when I come to think of the many hundreds of miles I have banged the poor old machine over all sorts of roads and imitations of roads, including, of course, the railway ties, it is not to be wondered at.

The Novice Picked the Winner.

"Were you never at a bicycle meet before?"

The question was addressed to a spectator at the Manhattan Beach track last Saturday. They called him "The Kid," though it was many years ago that he wore knickerbockers; and they fired this question at him in retaliation for his own frequent indulgence in the rising inflection which is denoted by the interrogation mark in print.

"No," he replied, perceiving the suggestion of his verdancy which was involved in the question. "No; I was never at one before or you wouldn't catch me with such an appetite for information. And you needn't think that you fellows have been doing all the trick of posting me, either. Now, who do you think will win that motor paced race?"

Bobby Walthour, Joe Nelson and George Leander had been out exercising behind their respective pacemakers, and the verdant one had been watching them with eager interest. The announcement had been made of a change in the card, substituting a fifteen mile race for the heat contest. Walthour was the favorite among this particular coterie, and Leander, too, had his admirers, but Nelson did not rank better than second or third choice. "The Kid" was asked his opinion.

"Nelson will win," he remarked sententiously. "I like his appearance more than that of the others, and to my inexperienced eyes he rides easier."

And he stuck to his choice from start to finish. "It's great sport," he remarked at the close of the race, after duly patting himself on the head for his superior discernment. "I like it fully as well as horse racing."

High Frames not Wanted.

Even in England the high frame is going out of fashion. Anything higher than 24 inches is the exception in new machines, while the 26 and 28 inch second hands are practically unsalable. A curious point is made by the Cyclist, viz., that there seem to be "more buyers of second-hand machines who are under than over middle size."

For Blistered Hands.

A long ride when the cyclist has been abstaining from the wheel sometimes results in blistered hands. Methylated spirits applied to the palms and well rubbed in will frequently prevent this.



WHERE THE ROAD WAS STRAIGHT AND THE BOTTOM HARD.

of more railroad ties. I made La Porte, fifty-five miles, for lunch. After La Porte the next big place was Elkhart (3:30); after that Goshen (5 p. m.), and finally Legonia, at 6:20 p. m. I covered the last nineteen miles in one hour and ten minutes, and the day has netted me 153 miles by cyclometer. I am rejoiced to report that the country is rapidly improving—better roads, more towns, more people to be met with, and so on. I thought that, when I had got east of Chicago, most people would know a motorcycle when they saw one; thought, in fact, that it would be a familiar sight. I was wrong, for at every stop I am asked questions, and as I scurry along the roads I am followed by curious and astonished looks. I have been quizzed by I don't how many hundreds of men and boys who lined up and examined the machine as it stood at the various hotels and restaurants where I have halted.

"Perrysburg, Ohio, June 25.—It's Ohio now,

wonder carried me from San Francisco. They seem to think that I came from 'just round the corner of nowhere.'"

Conneaut, Ohio, June 27.—The first thing after breakfast I made a line for the post-office of Perrysburg, got the motor cycle out and was off to finish Ohio. To-day was marked with belt trouble. First the holes gave out, and I had to relace it; again, during the afternoon, the belt ends gave out five times; but with the aid of an old piece of belting and much splicing and so on I was able to get on. Same old road story here, one mile of good to ten miles of bad, sand, and so on. America has a century of road building before it, so far as I can see. By the by, although I am no student of social science, I cannot help remarking on the deadness of most of the towns I have put up at over night. It's a helpless walk, walk walk round the block for an hour or so, and that's all there is to it. Wouldn't suit me

THE OLD-TIMER ONCE MORE

**He Reveals the Secret Charms of Cycling—
His Favorite Nearby Rides.**

This time I caught the Old Timer at his club. He was playing billiards leisurely, as is his wont with most things, but it was not that species of cynical leisure which annoys, because it has condescension at its root. The cynicism of the Old Timer is genial and deliberate. You see, he is not burned out. Our friend was not deeply absorbed in the game, and, when the Bicycling World man—with malice aforethought and on the trail of an interview—commenced to chat of cycling matters, the brilliance of the Old Timer's game was visibly dimmed, and he finally made a most inglorious finish.

"So you want to know about that famous 'best' ride of mine?" said the Old Timer, agreeably submitting himself to the torture. "As I said the other day, all my rides are 'best' rides except when I get drowned out, as I occasionally do, or except when I make some strange detour and lose both my bearings and my temper. Even at that I do not mind much if the roads are all right. Sometimes they are not, however, and then I have visions of the sweet stretch of macadam which I forsook for my voyage of discovery. I remember distinctly the time I tried to improvise a new way into Paterson. It was on a hot Fourth of July, and you know that when the Fourth starts in to get hot it distances all competitors. It was a fearful grind, the sun overhead, the sand underneath. As for my companion, he was volcanic and simply vomited imprecations; for, I regret to say, he has a vocabulary that occasionally needs editing; in fact, the more riled he is the greater the need of the blue pencil. However, when I led him gently into that remarkable hostelry, the old United States Hotel, facing the postoffice at Paterson, he was appeased. As soon as he saw the array of white linen and the equally immaculate Afro-American servitors, he cellar was all right.

"Yes, my tours almost without exception have always given me a deal of fun and quiet pleasure. I think 'tis because I start with modest expectations. You see, I have developed what I call my cycling frame of mind. I have read somewhat of the bicycle face, and have enjoyed the taunts of the cruel and needful reporter, but nowhere have I seen anything about the cycle frame of mind. When I put on the easy garb of cycling and get on my wheel, I seem subconsciously to pass into a sort of negligee mentality. I am careless-like, as they say in the coon songs. Once in my cycling rig, I shed the precise and the absolute, and invite the spirit of tramping. I make no formal call on the nomadic instinct; I simply allow it to blossom. 'Tis enough for me to be awheel out under the sunny sky, or if it be a starlight night, it matters not. Were I a painter, I am sure

I should be of the suggestive school; you know what I mean—a blob of brown paint, that is a cow; a streak of green and crimson—that brings \$5,000, if signed by a proper name, as 'The Woods at Fontainebleau at Sunset.' So there—that is the correct point of view for the cyclist. Start with the mean of expectation, and you are sure to get the maximum of realization. It is in such mood that I always set out. At the start my cup of content is full, and any little extra, as catching the right boat, running across good friends or stumbling over a particularly fragrant cigar, all such simply make that cup run over.

"Now, the basis of this content is firmly planted on my own experience, and that, of course, is the only basis on which a man can build. I know that the hours spent awheel are among a man's finest hours; it is then he most becomes a self-dependent creature. 'Tis then he is trackless. He cannot be recalled



NEW YORK BRANCH 214-216 WEST 47TH STREET.

nor overtaken. All things must abide until his return. Once a man is off awheel, all the conventional things of the world are to him nil. You readily see that I am a hater of humdrum, and regard every moment as lost which is devoted to aught but the wise and pleasant expenditure of life, in which scheme I include always the pursuit of knowledge and culture. And that is why cycling is so dear to me. It divides me from the necessary and the absolute. A pessimist, you say? Oh, no; merely a devout hater of the conventional life, or, as Theodore calls it, the strenuous life. I am an apostle of anything but 'the doctrine of getting on,' which is largely the gospel of our race. On the contrary, my pet effort is not to 'get on,' but to be done—to be done, not with life, but with labor; for life only begins where labor ceases. However, I will shut off this shallow stream of trite philosophy. You want to know something about the nearby places where I love to loiter, and here they are:

| | |
|--------------|------------------|
| NYACK, | FAR ROCKAWAY, |
| PATERSON, | PATCHOGUE, |
| MORRISTOWN, | PORT WASHINGTON, |
| THE ORANGES, | TARRYTOWN, |

TOTTENVILLE, CITY ISLAND,
LONG BRANCH, LONG BEACH,
MANH'N BEACH, STATEN ISLAND.

"To attract me a place must have a 'feature,' otherwise I go not there. Take City Island, for instance, and what a day one can have there and thereabout! Approaching it you may run sinuously through the finest park in America, Pelham Bay Park. Go see for yourself and catch me at the strict truth. And then one runs into City Island itself over a long stretch of secluded road, such as is not elsewhere near Gotham. 'Tis the stretch where those Rip Van Winkle horse-cars tote sleepily along. And then the little bridge spanning the mainland and the island—a perfect model suspension bridge in its way, and the quaint houses, and the fishers and the steamed clams at Flynn's—why, the 'points' are like the swell folks at a society function, simply too numerous to mention. At the extreme end of City Island one may look far out the Sound and see, perhaps, a tall schooner pointing her nose down east and sailing far, far away.

"The ride to Port Washington is, indeed, a wonder. It stretches north from nauseous Long Island City, say, some twenty miles away. As you draw near the Port the loveliest land and sea views unfold themselves. But, of course, you have read how young Whitney and others have bought up the whole place, and is not that enough? At Long Branch there is the sea and the gayety of Ocean avenue; also, the marvels of the Rumson Road at Seabright, strung on both sides with the finest examples of countryside architecture to be found anywhere in the East, bar Newport.

"But why go on, why analyze, why specify? A piece of music tells a different story to each listener, though there be a thousand. 'Tis the same with a cycle ride, and my dream would not be your dream or the other fellow's dream. But the thing, after all, is to start right, is to go forth with content, is to ride and see, and let the fancy play. The mere pedaller, the mileage fiend, the man who must get there in a given time—these are not true cyclists. The other day I heard Mr. Fullerton, the patron saint of Long Island, describe his idea of heaven. He hoped, when the time came, to find himself resting somewhere down on the North Shore, to lie there forever, and yet be conscious of his surroundings, and also to be able to keep tab on the development of the island. You see, Fullerton loves the island, and that is his idea of supreme bliss.

"In the same fashion my idea of Paradise would be a never ending series of bicycle rides, now to some of the old places and ever again to some new place—but always with something to see or do at the finish—a mammoth caravansary, as at Long Beach, the kaleidoscope of Manhattan, the finny quietude of City Island—but if I had not been found worthy of great reward even a dip in the sea, followed by a good dinner, is all I would ask of gods or men."

And with this the Old Timer, who had suggested just the least bit of shamefacedness, having been, as he might think, perhaps a bit too exploitatively personal, made his way out into the metropolitan night.

TWO BANKRUPTCY DECISIONS

Supreme Court Settles Question of Precedence and Fixes Matter of Compensation.

Washington, D. C., June 27.—Two decisions of far reaching importance affecting many bankruptcy cases have recently been handed down by the United States Supreme Court. In the first case two attorneys acted as counsel to a manufacturing firm against which a petition in bankruptcy was filed under the State laws. A receiver was appointed by the State court, but later on certain other creditors filed a petition in the Federal court, which also appointed a receiver. The State receiver had made certain contracts on behalf of the bankrupt firm for the protection of the creditors, and sought to obtain possession of the property, but the federal judge declined to permit him to do so, notwithstanding which he seized all the assets. The federal receiver thereupon demanded and took over the property from the State receiver, upon which the State court dismissed the receiver for his negligence and appointed a new receiver, who in turn took the property from the federal receiver. As the result of these proceedings the attorneys who acted for both bankrupt and State receiver were held in contempt by both the State and federal courts, and were committed to jail for sixty days by the latter court.

In handing down its decision in this case the Supreme Court held that the authority of the federal receiver was superior to that of the State receiver, and that the former was entitled to take over the property. It further found, however, that the petitioners were not guilty of contempt of either the State or the federal court, as the evidence shows that the advice given by them was in good faith and solely for the protection of their clients' interests. It was pointed out by the Supreme Court that in similar cases hereafter the proper procedure will be for the receiver appointed by the federal court to become a party to the insolvency proceedings in the State court, by means of which proceedings he may possess himself of the bankrupt's estate, in conformity with the provisions of the federal bankruptcy law. This decision is regarded as of great importance, as it sets at rest all questions of conflict between the Federal and State Courts relating to bankruptcy cases.

In the second case, the chief question was the extent to which an assignee may be reimbursed for expenses incurred by him in resisting bankruptcy proceedings under the federal law, and on this point the court holds that such expenses cannot be paid. In the case at issue the appellants filed a claim against a bankrupt estate for professional services rendered the bankrupt in preparing a general assignment; for general advice and counsel to the assignee; for services in defence of a suit brought under the State laws, and for services in resisting an adjudication

of bankruptcy under the federal law. In rendering its opinion the Supreme Court said:

"We are not disposed to go further than to allow compensation for services which were beneficial to the estate. Beyond that point we must throw the risk of his conduct upon the assignee, as he was chargeable with knowledge of what might happen. . . . None of the claims is entitled to preference under the deed of assignment. The charge for the preparation of the assignment properly may be proved as an unpreferred debt of the bankrupt. The services to the voluntary assignee may be allowed so far as they benefited the estate, and, inasmuch as he would have been allowed a lien on the property if he had paid the sum allowed, the appellants may stand in his shoes and may be preferred to that extent. No ground appears for allowing the item for services in resisting an adjudication of bankruptcy."

Under this decision bankrupts and their assignees under the State laws will be unable to pay for legal assistance out of the proceeds of the estate subsequently adjudicated in the federal courts, unless such assistance has clearly been beneficial to the estate, and in no case can allowance be made for expenses incurred in resisting bankruptcy proceedings brought under the federal law.

Tips for Exporters.

"A more intimate knowledge of, and a disposition to cater to, the needs, and even the whims, of the people with whom we desire to do business, would generally increase our trade. This can be aided greatly by the dissemination of information in regard to the business customs and the habits of the people with whom we wish to trade. Salesmen from the United States should be familiar with the language of the country in which they desire to sell their goods," is the sage summing up given in "Commerce of Latin America," a brief statistical review, prepped and published by the Philadelphia Commercial Museum. It contains a number of tables and charts which show, in a convenient form for ready reference, the progress and present condition of the foreign trade of the Latin American countries.

British Exports are Large.

Great Britain's export trade continues to increase. The returns for May show the largest total for the fifth month of the year that has been recorded since the boom times of 1896 and 1897. The value of the shipments in May was £76,744, which compares with £74,620 in the preceding month and only £65,437 in May, 1902.

"A. B. C. of Electricity."

"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. **The Goodman Co., 154 Nassau street, New York.** ***

MAKES SPLENDID SHOWING

Transcontinental Trip an Extraordinary Test of the Motor Bicycle—Its Success.

In regard to the snapping of the crank axle of Wyman's machine, the California Motor Co. state that this is the first time in their experience as manufacturers of motor cycles that such a thing has happened. It is also, however, the first that any one has taken one of their machines, or, in fact, any motor cycle, across the continent, and rough-housed it, so to speak, most of the way. Therefore, if the breaking of this crank axle is a record for the California Motor Co., it is offset by the glory which will attach to their motor cycle as being the first to be taken from ocean to ocean. The company assume—and very logically, too—that there must have been a possible flaw in the forging—which might well be—or that the break was caused by the extraordinary vibration due to the continuous riding over railway ties. The company also make the following comments, which we print as being of particular interest in connection with this long ride, and as bearing on motor-cycling in a general way:

"The conditions under which Mr. Wyman made this trip from San Francisco to Chicago certainly were abnormal. At most any other time of the year he would have had comparatively good roads from Ogden to Chicago, and, take it all in all, we consider this a most wonderful performance, both of the rider and the machine itself. With the exception of handle bars breaking from vibration and the crank-axle accident, all other parts of the bicycle, as well as the motor, have stood the journey, and all the vibration of practically 2,000 miles' bumping over railroad ties has not crystallized the frame or forks, which we think quite a tribute to our machine.

"Mr. Wyman, too, accomplished the trip from San Francisco to Chicago on the original belt he started with, and never even removed his spark plug the entire distance. He never reground a valve, and he never stopped for an instant because the motor refused to work. It always responded under all climatic conditions. We have sent Wyman a new crank axle, and we have no doubt he will have this fitted to the machine and resume his journey to New York."

Want a Season Trade.

While other countries strive to make the cycle trade an all the year around industry, a movement has been started in France to have it considered as a season trade. A proposal to this effect is being considered by the *Chambre Syndicale du Cycle et de l'Automobile*. The reason for the proposal is that if the cycle trade were recognized as a "saisonnière" by the government it would permit manufacturers of cycles and cycle parts to extend the daily working hours by one or two hours, according to the standard time worked.

HIS VALVE STEM LEAKED

But he was Sure it was a Puncture—Remembered the Wrinkle.

When a tire starts to go down without apparent cause the rider jumps to the very natural conclusion that it is punctured. Usually this is the case, but not always. A thorough examination may accomplish nothing in the way of revealing the cause of the deflation. And many riders, especially of the newer class, when they get to this point, find themselves all at sea.

Riding along a fairly well frequented road a few days ago, a *Bicycling World* man was hailed by a rider who was standing alongside his upturned machine, the picture of disconsolateness. Dismounting, he went over and asked what the trouble was.

"I've got a puncture, but hanged if I can find it," was the reply, "and I thought maybe you could help me."

Flattered at this mark of attention, so unusual in these degenerate days, when each rider shifts for himself and turns the cold shoulder to his fellows, the writer began to ask questions.

"Oh, I know it is a puncture, because the tire came down in a few minutes. It was all right back there a few miles, but a few blocks ago it began to bump, and I had to get off here. But I have pumped it up and gone all over it, and can find nothing."

"Tried the valve?" was the next question. "No, because I know it's all right. It's a puncture, I tell you!"

But it wasn't a puncture, as an examination of the valve stem—made in spite of the rider's expostulations—soon showed. The tire had shifted a little on the rim, and had in course of time made a jagged cut in the stem. This had enlarged, until from a very small leak, scarcely noticeable, it had become sufficient to let the tire down in a few minutes.

There was nothing to do but to get to the nearest repairer and have a new valve stem put in. As he started on his way the rider remarked that he "certainly thought it was a puncture," but added that he was glad to learn the new wrinkle about the valve stem.

How Skaneateles' Raised the Money.

The folk of Skaneateles, N. Y., have furnished a neat little object lesson in cycle path construction. It having been decided that a path was needed from the village up to Skaneateles Junction, willing hands were soon busy with the details. The first step was accumulation of the necessary funds, which finally totalled \$269.50. The Glen-side woollen mills—more power to them—head the list with \$25, while Elmer Jackson finished it with \$.25. Beside good coin, men and material were needed, and both were amply supplied by several of the bigger mills. Finally the path was completed at

a cost of \$289.30, leaving a deficiency of \$19.80. And that is how Skaneateles got its cycle path.

At the Lodge of Chief Holden.

Springfield, Mass., where the lodge of the big chiefs is located, is not unnaturally becoming quite an Indian centre. There are twenty-one members of the tribe in that city, and several additions in prospect. The accompanying picture shows twelve of the twenty-one grouped in front of the tepee of George N. Holden, the local chieftain, Holden himself being on the extreme left of the front line.



INDIANS READY FOR A RUN.

They Now Use Motorcycles.

The daring riders of bicycles employed in the distribution of newspapers are one of the features of modern life in London. The speed they ride at and the many risks they take—ducking under horses's heads, etc.—frequently make onlookers hold their breath in fear for their safety. Apparently the ordinary bicycle is not fast enough for one man at least, who flashed across Blackfriars Bridge the other night with his load of papers mounted on an up-to-date motor bicycle. His speed over the bridge was equal to at least twenty-five miles an hour. The way he managed to get through the traffic, both pedestrian and vehicular, at the tram terminus on the south side of the bridge was simply marvellous, says the *Cyclist*.

Do Cycles Need a Rest?

It is said to be a well known fact that railway locomotive engines which are driven long journeys at high speed, and which have undergone a long spell of hard work, always do better after a "rest." If this really be so, why should it not apply equally to cycles, especially the lighter variety, with their finely drawn tubing? This is a question which can really be only answered by those learned in metallurgical lore, so it would be interesting to have the opinions of some scientific readers on the subject.

MOTORCYCLES AND BALLOONS

Vienna Club has a Contest, in Which the Former Come out First Best.

A series of experiments as to the relative value of balloons and motorcycles in warfare was recently carried out under the auspices of the Austrian Motor Cycle Club. Vienna was for the occasion considered a beleaguered city, and the outskirts in all directions were occupied by motor cyclists. At 8 a. m. a balloon was sent up from the interior of the city, in which were representatives of

the aeronautical division of the army, whose orders were to descend within a radius of 150 kilometers of the city. If they were able to do this safely and within a quarter of an hour of the descent, no cyclist had reached the balloon, it was considered that they had successfully escaped and put themselves in communication with a relieving force. The Archduke Leopold Salvatore, a well known aeronaut and motorist, instituted these experiments, which he followed with the liveliest interest. During the tests he accompanied Dr. Stern in his new 60 horsepower car, which was the only machine to approach the balloon, though even then not within the time limit. A descent was successfully made on the left bank of the Danube, near Raab. As no cyclist approached within the time limit, the aeronauts packed up their balloon, and, crossing the Danube, soon met the Archduke. This is the second time that the balloon has baffled the motors. On the first occasion the balloon Meteor, with Archduke Leopold on board, easily escaped from its pursuers.

Removing the "Bloom."

The roughened edge of a matchbox will serve to remove the "bloom" from an inner tube intended to be patched when there is no sandpaper handy. Scraping with a dull knife blade will also answer, but care should be taken to see that the tube is not cut.

Rewarded for his Kindness.

"We miss the old spirit of bon camaraderie on the road in these days, and yet it pays to take a fellow interest in those who have trouble with their mounts," said a New York dealer recently. He continued: "We don't find many ready to play the Good Samaritan along the way now, ever willing to stop and lend tools and assist in any way possible, and it is not to be wondered at, perhaps, when we consider how many there are who go out with decrepit wheels and no tool bags, prepared to be mere 'grafters' on the generosity of others. Somehow, though, I cannot get out of the old habit of taking an interest in those who have been halted at the wayside by accident and, as I was going to tell you, I have learned that it pays in a practical way.

"I was ambling along easily the other morning when I saw a man standing in the road looking at his wheel with sore perplexity written on his face. I dismounted and asked him what his trouble was and if I could help. A gray haired, nice looking chap he was—looked like a sea captain, and later I found that he was one. Well, it seems that he had just come from a repair shop, where his tire had been cemented on and it was loose and creeping. He was afraid to ride lest he should cut off his valve stem. I looked at it, and it revealed as vile a job as ever was turned out by a pirate under the name of repairer. The rim had been hit a dab with the cement brush and the tire slipped on. The old gentleman was very wrathful and used language that is better adapted to the open sea than to a parliamentary session. He said that he was only home once in three weeks, and that cycling was the only shore exercise he got. He loved his wheel and hated to be deprived of the use of it a single hour. I advised him not to ride with his tire the way it was, and he went to a decent shop and got the tire properly put on.

"While we were talking he noticed that we were riding the same make of wheel—the one I sell. I had a cushion frame model, and he asked me with much interest did I like it. I told him frankly that I did, and had been using it two seasons. I never talk shop when I am on the road, and did not let him know I was in the business. Nevertheless, he was convinced by what I had said about the cushion frame, and within a month he was in my place buying a cushion frame model, although when he entered the store he did not know that the proprietor was the man he had met on the road and whose talk had determined him to buy a new bicycle."

Care of Acetylene Lamps.

The user of an acetylene lamp knows, or soon learns, that to get good results out of it he must give it proper care and attention. The magnificent light it gives fully repays most riders for this trouble, and those who don't would better give it up and use the ordinary oil lamp.

In the first place, every endeavor must be

made to keep them clean, and when not in use they should be stowed away in some dry corner. Prior to recharging them, see that the water runs properly. If it should not do so, the vent hole should be examined and the hole in the feeder screw cleared out, either by blowing through it or by the aid of a pin or thin piece of wire.

At times the flame has a flickering propensity and finally dies away. This may be due to a vapor which sometimes mingles with the gas and condenses, either in the burner or in the pipe connected with it. On this occurring the reservoir should be emptied and the inside of the lamp thoroughly cleaned and dried. When these lamps have been in use for some time the flame assumes a yellowish hue. This is due to the fact that the burner is becoming carbonized. To overcome this the best plan is to fit a new burner, which can be done at a very small cost. Bad lights are also occasioned by decomposed carbide, and, this being so, frequent recharges must be made, but before doing this it is advisable properly to clean the tank.

The lamp is often put away after use without being emptied or cleaned. This is a very great mistake, as it is almost sure to corrode, besides tarnishing abominably. All the water and stale carbide should be emptied out, the lamp cleaned and polished, and then it should be greased and put away in paper till wanted again. It will then be ready for use and in thoroughly good trim.

To Clean Coaster-Brakes.

It is a good idea to treat a coaster-brake to a dose of kerosene occasionally, in order to wash out the grit. Then some lubricating oil should be applied to the working parts. Many riders are apt to be neglectful with regard to this matter, and the result is that their coasting is not always as enjoyable and free as it should be. It is also found occasionally when riding in heavy and continuous rain that the grit works in and results in its failing to work. That is to say, it does not engage when pedalling forward. This can generally be remedied by a copious dosing of kerosene. Of course, after this has been done it should be lubricated with ordinary oil.

Rode Nine Miles Backward.

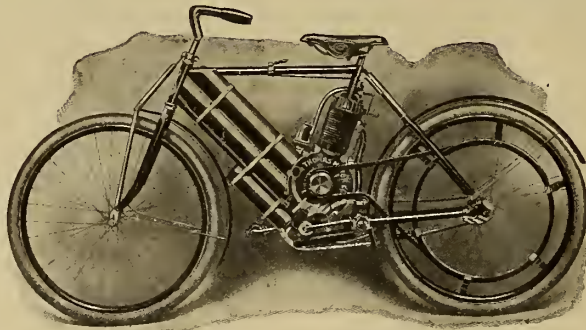
Preserve a niche in the temple of fame for Albert Hunter, of Skipton, England. That young gentleman has accomplished a feat unprecedented even in cycling annals. He has ridden nine miles backward! Why he did it, or what purpose was served, only Albert Hunter can tell. But he did it, and is triumphant in consequence.

Forbid Looping the Loop.

"Looping the loop" is a little too much for the Belgian authorities. They have interdicted it in Brussels, a Ministerial decree having been issued for the purpose.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. •••

WE SELL MOTOR BICYCLES FOR USE
WE FILL YOUR ORDERS AT ONCE
NO WAITING TILL THE SEASON IS OVER



A CASE IN POINT

E. R. THOMAS MOTOR CO., Buffalo.

Gentlemen:—I arrived home all O. K. on my Auto Bi I purchased of you June 3d, making a distance of 70 miles in 4 hours on country roads. I did not leave the saddle to give the machine any attention whatever during the entire distance. Yours respectfully,

C. E. Beyers.

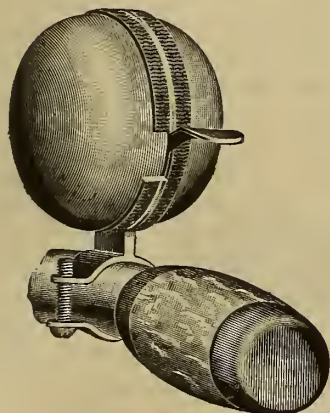
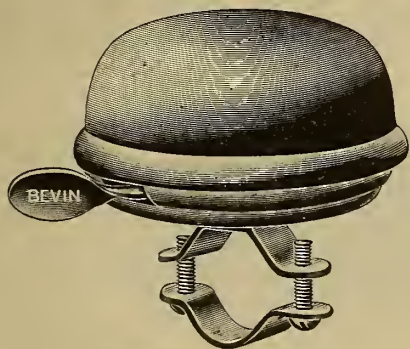
We have recently issued an attractive booklet
on the Motor Bicycle—Send for it.

E. R. THOMAS MOTOR CO.
1205 Niagara Street - BUFFALO, N. Y.

As a Common-Sense Proposition

What's the use of attempting to handle
inferior bells when you can get
one marked

"BEVIN"



Everyone knows the name is a guarantee
of worth—YOU know it.

So, once again, "What's the use?"

We make them in all patterns and styles.

BEVIN BROS. MFG. COMPANY
EAST HAMPTON, CONN.

The Motorcycle's Big Future.

It is the best newspapers that realize earliest the portent of the future. Anything in the way of comment is superfluous in connection with the following editorial from the New York Sun of June 26:

"Signs multiply that there is stealing into people's habits a machine for transportation useful beyond comparison with the automobile or that wonder of mechanical success, the ordinary bicycle. We refer to the motorcycle, or power bicycle, concerning which we observe a most instructive and confident article in the World's Work for July by a member of the British Parliament, Henry Norman, noted in journalism and for interest in automobiles.

"According to Mr. Norman there is much to be improved in the motorcycle now obtainable, but as it stands it is a machine quite near enough to perfection to be both practicable and agreeable. Its already proven usefulness may be expected to broaden immensely with the development that is sure to come. The price of this machine is now about \$200, and Mr. Norman thinks that this ought to be much reduced. The total yearly cost, crediting \$40 to a sinking fund, is \$119, and on the basis of a performance of 200 miles a week all the year round, this represents a cost of about 30 cents a day, or about a cent a mile, 'incomparably the cheapest method of independent rapid locomotion since the world was created.' At the same time, this machine, which may be relied upon to average 200 miles a week, is capable of going fifty miles an hour.

"Only dwellers in the country know the enormous use that is to-day made of the bicycle, particularly by workingmen going to and from their work. To-day, says Mr. Norman, a man can live, at most, five miles from his employment. With the motor bicycle his home may be fifteen miles away, and these extra miles will make a great difference in rent and the health of his family.

"Who has suggested a better solution of the alarming 'urban' question, or the concentration of population in the great cities? We don't wonder that Mr. Norman, whose judgment on the subject is entitled to high respect, believes that within a few years motor bicycles and tricycles will be sold by 'hundreds of thousands' and that 'many of the social and industrial conditions of our time will be greatly and beneficially affected by them.'"

Good Americans at Thomas Factory.

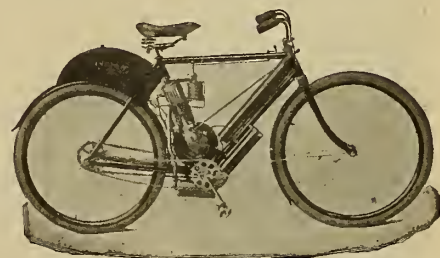
President Roosevelt's "race suicide" theory is well thought of in the E. R. Thomas Motor Co. factory, at Buffalo, apparently. During the month of June among its executive force and heads of departments there were eight weddings, three more are ahead, date not specified, and, besides this, there have been five children born to other employees.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

MANY PEOPLE WONDER

WHY THE

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is so uniformly and in such numbers
at the top in contests of all kinds, as
well as in regular road riding.

THE REASON

for this is found in its design and construction. It is neither overpowered nor overweighted, and its power is applied to the rear wheel through chains and acts directly, without loss of power in transmission, in propelling the bicycle. Consequently, 1 3-4 horse power in the Indian accomplishes more than double or triple that quantity in other motor bicycles.

IF YOU WANT A MACHINE THAT
GIVES THE SAME RESULTS UNDER
ALL CIRCUMSTANCES . . .

➤ GET THE ➤

INDIAN

HENDEE MFG. COMPANY
SPRINGFIELD, MASS.

Lowell Old-Timers Like Motorcycles.

Motorcycles are still winning favor in New England, especially with oldtime wheelmen, who have transferred a great deal of their enthusiasm from the bicycle to the newer machine. At such centres of interest in wheeling as Lowell, Mass., the number of motorcycles is increasing notably, and there is lively rivalry between the various riders in regard to the speed their machines can show on the excellent roads which radiate from the city. Brushes are frequent on the Boulevard, and as there are already about a score of machines owned in Lowell, all of them capable of making first class time, it is expected that there will be a number of races for large side bets before the close of the

season. One of the fastest machines in town is an Orient with an Aster motor, owned by Patsey Keegan last season and bought by Henry Brunette, who will rig it for pacing. Emory Soule, the old century rider, owns the Orient machine ridden by George Stevens last year, which is practically a new one. Another Orient, ridden last year by Herb Royer, has become the property of John Morin. Councilman William H. Dodge is frequently seen on the machine which he rode last year, and he is getting great work out of it. A new $3\frac{1}{2}$ horse-power machine has been bought by Tom Brown, of North Chelmsford, who was an enthusiast for the bicycle, and is just as warm in his admiration for the motorcycle. The Mitchell ma-

chine owned by Andrew Murrey last season is now owned by Edward England. Other owners include Clarence G. Baker and C. H. Emerson, each of whom has a Thomas; J. G. Gunnell, who has a March; Mr. Clark, a Holley, and George H. Batchelder, F. S. Perkins, Newell D. Goff, R. P. Kidder and Charles Mack.

The Pachyderm's Trick Cycle.

An elephant who rides a cycle—a pretty big cycle, of course—was scheduled to make his American debut with the Grand Wallace aggregation at Council Bluffs, Ia., on June 22. The pachyderm was taught the trick of riding by Herkenrauth, a German animal educator.



We conceived the idea of Spring Seat Post.
Made one.
It was pretty good.
Didn't satisfy us, though.
Tried again,
Better results.
Combined thoughts and efforts.
Results:

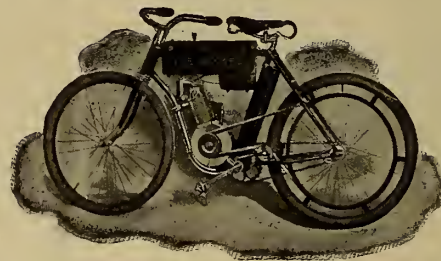
Smith's Two-Roller Spring Seat Post.

Satisfactory.
Try one and be convinced.
One sells hundreds—
Our Riders know why.

D. P. HARRIS, 48 Warren St., New York,
Eastern Agent.

JOS. N. SMITH & CO., Detroit, Mich.

The MERKEL



Not the fastest motor bicycle, but the most practical and most reliable one and fast enough for any normal man—the kind we appeal to.

Our catalog will inform you regarding its many remarkable and exclusive features.

THE MERKEL MFG. CO., Milwaukee, Wisconsin.

We're forced to build the best bicycles possible.

Rochester is recognized as one of the wheeling centers of the country and a large riding public is naturally a critical buying public.

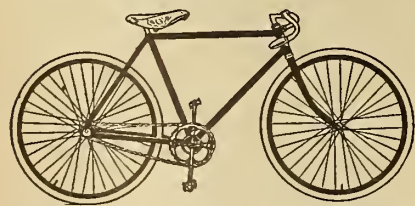
MORE THAN HALF OUR OUTPUT IS ABSORBED AT HOME.

The other half is distributed among a few wise dealers who recognize a good thing and stay with us year after year.

Do YOU wish to be one of them?

APEX WHEEL CO., Rochester, N.Y.

HIGH-GRADE BICYCLES



**The FOWLER,
The MANSON,
The SHERMAN.**

WE MAKE OUR OWN WHEELS
They are known the world over.
They have always given satisfaction.

WE SELL THE BEST BICYCLES THAT RETAIL AT \$25.00.
WE SELL THE BEST BICYCLES THAT RETAIL AT \$35.00.
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We have always made these three grades and values, and we shall keep on making them. Our bicycles are unquestioned for durability and for speed qualities.

We have ample capital and increased facilities. New Models for 1903.

Write for Catalogue and apply for Agency NOW.

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on which we can quote deucedly interesting figures to jobbers and large dealers. Are you open for quotations?

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J. M. LINSOTT, Manager,

BOSTON, MASS.

"The A.B.C. of Electricity"

will help you understand many things about motors which may now seem hard of understanding.

108 Pages.

50 Cents Per Copy.

THE GOODMAN COMPANY,

124 TRIBUNE BUILDING,

NEW YORK.

Tests for Speed Indicators.

The police authorities of Washington, D. C., have determined that in future the policemen of that city, when they testify to violations of the speed laws on the part of automobilists, will no longer guess at the pace of the infringers. In fact, the policemen will have their wheels equipped with a new form of speedometer, the invention of E. B. Nusbaum, who perfected a similar device for the War Department. In regard to the new pace measurer and its use, a dispatch from Washington says:

"Major Sylvester has determined that in trying future cases where operators of automobiles are arraigned on the charge of exceeding the speed limit there shall be no doubt in the mind of the court as to the accuracy of the testimony of the bicycle policemen who prefer the charges. For this purpose a series of tests was inaugurated on June 25.

"These tests are being made under the supervision of Sergeant Clemmons, of police headquarters, and the apparatus is devised by E. P. Nusbaum. It is similar in design and principle to the apparatus devised by him for use in the War Department. It consists of two sets of contact boards, placed at a distance of a quarter of a mile apart. The tests are being made in Fifteenth street

northwest, one board being at Fifteenth and E streets, and the other at the entrance to the Monument grounds. The men whose wheels are to be tested take a running start, and cross the first board at a given speed, as indicated by the instruments attached to their bicycles.

"As they ride over the first boards an electric circuit is closed, which starts an ordinary stop watch. They maintain this speed to the next set of boards, and as they cross them the watch is stopped. It will be readily seen that at a fifteen-mile rate the watch should show just one minute between the crossing of the two boards. Seven men participated in the first series of tests, and all the instruments came up to the standard, none of them registering more than a fraction of a second out of the way. With this record the testimony of the men who stood last night's test cannot easily be discredited. The testing will be continued from evening to evening until the entire force of sixty men have verified the indicators on their machines."

In the city of Milan a messenger boy service has been instituted, the boys being all mounted on cycles for the rapid delivery of letters and parcels about the city at a minimum charge of six cents.

Don't Want the Motorcyclists.

The formal opening of the sidepath riding season in Minneapolis, Minn., last week was marked by an incident that showed the existing feeling, however slight it may be, of riders of the ordinary bicycle toward his motor loving brother. It was given out that it was the "desire of the promoters of the run that motorcycles do not participate. They have no objection to the motors, but do not believe that their participation will add to the pleasure of the run. The motors can hardly be regulated to the easy speed the promoters wish to maintain, and the inclination would be to scorch over the country paths. The sentiment is that if the motorcyclists wish to make runs they should get together at some other occasion."

English Royalty Still Cycles.

King Edward hasn't altogether abandoned cycling, and when he is at Windsor or Sandringham is often to be seen taking exercise on a tricycle. He keeps a machine always at his command in the country, and depends upon it wholly for exercise and for recovering the flesh he lost during his severe illness last year.

Queen Alexandra has never ridden a tricycle, but the Prince of Wales and his Princess ride bicycles frequently when they are at their country house.

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OF OUR



GUARANTEED GOODS.

Ask for particulars and prices of these and other tires we manufacture. We will gladly mail you our complete Catalogue?
Do you want it? Write for it to-day.

ASK US ABOUT OUR

NEW

Thread Fabric Tire—

RESILIA ROADSTER.

PRICE WILL SURPRISE YOU.

Season's output of this tire will be limited, Better act early, if interested.

THE GOODYEAR TIRE & RUBBER CO.

AKRON, OHIO, U. S. A.



WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

FOR SALE—Holley Motor Cycle in perfect order with three important improvements added. First offer of \$125 takes it. **LEAVENWORTH AUTO COMPANY**, Leavenworth, Kansas.

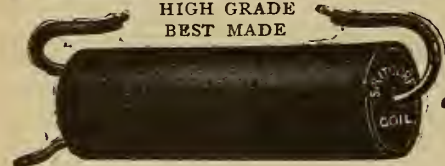
WANTED—Everyone interested in motor bicycles to purchase "Motocycles and How to Manage Them." Contains 126 pages bristling with information. \$1.00 per copy. For sale by **The Goodman Co.**, 154 Nassau St., New York City.

JOHN S. LENC'S SON & CO.
4 Fletcher Street, NEW YORK,
CARRY A COMPLETE STOCK OF

BICYCLES, TIRES, SUNDRIES.
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BEST MADE



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Absolutely the BEST.
WHY?

They are Mechanically Correct, Accurately Ground, Lightest, Neatest in Appearance, and Water Proof. Neatest in Appearance, and they are used by the best Manufacturers and ridden by the best Professionals and Amateurs of America.

PARK CITY MFG. CO., Inc., CHICAGO.

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Lubricates,
Polishes, Cleans,
Prevents Rust.

For Bicycles, Typewriters, Sewing Machines, Guns, Furniture and Wood Work, Delicate Instruments, etc., Manufactured by **The National Cement & Rubber Mfg. Co., Toledo, Ohio, U. S. A.**

HAND AND FOOT PUMPS,

Oilers, Repair Tools,
Valves, Name-plates, etc.

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Brass Wire and Rods.

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wheels must have the
best equipments.

There is nothing that gives more value for
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**MORSE TWIN
ROLLER CHAIN**



**NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.**

The only chain having **Frictionless
Rocker Joints**. Insist on having the
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Send for Catalogue and
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**TIRES, COASTER BRAKES,
GAS LAMPS, Etc.**

Write today for complete Catalogue.

THE E. H. HALL COMPANY (Incorporated),
Jobbers Bicycles and Supplies,
72 Elm Street, **ROCHESTER, N. Y.**

You all know what the diamond stands for among
precious stones. You can't well afford
not to know that

D-I-A-M-O-N-D-T-I-R-E-S

occupy the same plane among tires.

DIAMOND RUBBER CO., Akron, O.

Special Stampings

FROM

SHEET METAL

THE CROSBY CO., - Buffalo, N. Y.

Motor Equipment,

Applicable to any Motor Bicycle.

**THE A. CLEMENT CYCLE MOTOR
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HARTFORD. - CONNECTICUT.

Our wonderful increase in the volume of business transacted
shows that customers appreciate our business methods and low
prices. If you have not dealt with us, send a trial order and
be convinced.

THE SIDNEY B. ROBY CO.,
Jobbers of Bicycle Sundries and Supplies,
208-214 South Ave., Rochester, N. Y.

Reno's Thriving Organization.

Reno, Nev., is one of the cities of the West where cycling is almost booming, if the growth of its principal club is any criterion, as it certainly should be. The Reno Wheelmen has increased in the last year from a membership of 200 to 450, and it is now one of the largest cycling organizations on the Pacific Slope. Mail advices from there to the *Bicycling World* state that there is more riding there now than ever before, and that the business of the retailers is increasing rapidly. Reno has a population of 10,000, and supports three large bicycle stores.

The Reno Wheelmen is a club of great riding activity and one of well known prowess in the West. It has a relay team of ten riders, which for three years swept everything before it and has only recently been beaten. It defeated, among others, the relay teams of the Olympic Club, San Francisco; the Bay City Club, San Francisco; the San Francisco Club, the Acme Club, of Oakland; the Capital City Club and the Garden City Club, of San Jose. The Reno Wheelmen team has defeated each of those mentioned several times, but was last September defeated by the Garden City team at San Jose, and they are now anxious to regain their laurels by once more defeating the San Jose men when they meet them on July 12 in a fifty-mile relay race for the championship of the Pacific Slope.

The Reno club has just finished building what it claims to be the largest and finest cycling clubhouse in the Far West.

Lomax Makes a Fast Mile.

A straightaway mile on Montana roads in 1:09 is claimed to have been made on a motor bicycle recently. The rider, Dan M. Lomax, of White Hall, that State, built himself a bicycle, fitting it with a Thomas motor, and his performance is certified to by several townspeople, who held stop watches on him. Lomax is anxious to arrange a contest with the rider of any other motor bicycle, either for speed or hill climbing.

Mankato's Exclusion Ordinance.

A new park ordinance just passed by the City Council of Mankato, Minn., prohibits bicycles from the walks in the parks.

ALL ROADS ARE EASY WHEN THE



**STAR
BALL
RETAINER**
IS USED.

With millions in daily use, it has stood the test for more than five years, and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

THE STAR BALL RETAINER CO., Lancaster, Pa., U. S. A.

Are YOU on the List

for a copy of

THE MOTORCYCLE MAGAZINE

?

IF NOT, WHY NOT?

The pictures and reading matter will prove as interesting to those who do not as to those who do ride motorcycles.

\$1.00 per Year.

10 Cents per Copy.

154 NASSAU ST., NEW YORK.

Obtaining a Proper Mixture.

The admission of a proper explosive mixture to the engine chamber is, perhaps, the most important thing in connection with the operation of the machine. These are the four main points to be considered: (1) That there shall be a full charge of gas drawn into the chamber; any defect in the spring adjustment is therefore fatal to the best results; (2) that the charge should be a sufficiently rich one; though experiment enables one soon to gauge this roughly, it requires a quick and refined perception to guide the rider in his adjustment of the air lever in order to get the strongest explosive mixture possible; (3) that the igniting power of the spark should not only be powerful enough to insure a rapid and complete combustion (for explosion, remember, is not a term synonymous with combustion), but that it shall take place at an infinitesimal instant, that thousandth part of a second—not more—when the gas is at its highest compression; (4) that the burnt gas shall be utterly cleared out by the exhaust stroke. You will see that the timing of the exhaust valve is an extremely delicate matter.

Motorcycle Tire Requisites.

Many of the tires which are now being used on motor bicycles are of a very much improved type to those fitted when the machine was in its earlier days. There is really no need to have any considerable amount of resiliency, the great want is for absolute durability, long life and freedom from punctures. The question of a puncture is a serious one when it occurs on a high powered motor bicycle, the wheels being even more inaccessible than those of some motor cars. For this reason it is advisable to have some form of divided inner tube, when that type of tire is used, which can be withdrawn for repair purposes without dismantling the wheel. The numerous attachments provided in a motor bicycle make the detachment of the wheel a very serious matter when the machine is taken into consideration, and the attachment and detachment of some of these heavy motorcycle tires is not an easy or pleasant operation, especially when it has to be performed on the road.

The Week's Patents.

731,907. Burner for Acetylene Gas. Paul Jacob and Curt Jacob, Zwickau, Germany. Filed, September 30, 1902. Serial No. 125,385. (No model.)

Claim—1. The combination of a burner body having one or more air inlets, a vertically adjustable air regulating sleeve upon the burner body, provided with a bell shaped lower end, and a vertically adjustable stop upon the burner body arranged to be engaged by the body of said sleeve.

For the one possible buyer who writes for a catalogue there are thousands who are impressed by the advertisement, and when they require a particular article go to their cycle agent, and will buy the well known advertised goods in preference to any others.

No Bicycle

IS OF THE

HIGHEST GRADE

WITHOUT THE

Cushion Frame.

HOW

can a bicycle be of the highest grade when it makes no provision or only half provides for the rider's comfort?

HYGIENIC WHEEL COMPANY,

OWNERS OF
CUSHION FRAME PATENTS

220 Broadway, NEW YORK

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OILERS.

"PERFECT"

 25c.

"GEM"

 5c.

"LEADER"

 10c.

"CROWN"

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"STAR"

 10c.

We make oilers for almost the entire trade. The quality of our oilers is unequalled.

CUSHMAN & DENISON, Mfrs., 240-2 W. 23d St., N. Y.

If you have not **THE MOTORCYCLE** Do it now. It
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 scription for . . . 154 NASSAU STREET, NEW YORK to interest you.

NEVER LEAK

STOPS LARGE PUNCTURES.

This is the only fluid that can be legally used in pneumatic
 TIRES Suits now pending.

BUFFALO SPECIALTY MFG. CO.,
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If You are Interested in Automobiles,

THE MOTOR WORLD

Will Interest You.

It's readable,
 and you can understand what you read.

Published Every Thursday

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\$2 per Year

Specimen Copies Gratis



If you ride or sell,
 or intend to ride or sell
 motor bicycles

"Motocycles and How to Manage
 Them"

is the very book you need.
 Every page teaches a lesson. Every illustration
 "speaks a piece."
 And there are 126 pages and 41 pictures, too

Price, \$1.00.

The Goodman Co., 124 Tribune Bldg., New York.



Through Train and Car Service in
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TWO FAST TRAINS

| | "Chicago" Special Via Lake Shore. | "North Shore" Special Via Mich. Cen. |
|-------------|---|--|
| Lv. Boston | 10.45 A.M. | 2.00 P.M. |
| Due Albany | 4.10 P.M. | 7.35 " |
| " Syracuse | 7.55 " | 11.25 " |
| " Rochester | 9.45 " | 1.15 " |
| " Buffalo | 11.40 " | |
| " Toledo | 5.55 A.M. | |
| " Detroit | | 8.25 " |
| " Chicago | 11.50 " | 3.15 P.M. |

"Chicago Special" has through Buffet Library Smoking Car
 and Dining Car to Syracuse and from Toledo to Chicago.

"North Shore Special" has Dining Car to Albany, and from
 St. Thomas to Chicago. Both trains run daily and are made
 up of the most modern and luxurious vestibuled Sleeping Cars
 running through to Chicago.

For other service west, time tables, reservation, etc., address

A. S. MANSON, Gen. Pass. Agt., Boston.

BOSTON & MAINE R. R.

LOWEST RATES
FAST TRAIN SERVICE

BETWEEN

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and all points West, Northwest, Southwest.
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TO THE LIVE MAN

interested in cycling who realizes the value of keeping informed
 about all that concerns it this blank will be hint enough:

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124 Tribune Building, New York.

Enclosed find \$2.00 for which enter my subscription
 to the BICYCLING WORLD for one year, commencing
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Name.....

Address.....

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, July 11, 1903.

No. 15

MARSH SMASHES

Brockton Concern Assigns and Stockholders Ask for Receiver—Creditors Attach Property, Pistol is Drawn and Factory is Closed,

The long expected crash in the affairs of the Motor Cycle Mfg. Co., Brockton, Mass., makers of the Marsh motorcycle, came last week. An assignee, Harry K. Perkins, of the Bridgewater Foundry Co., was appointed by the directors and took charge of the property. Right on the heels of his appointment, stockholders of the company instituted proceedings designed to oust Perkins and have a receiver appointed. To still further complicate matters, attachments were placed on the property, some of them before the assignee was appointed. The factory is closed, and W. T. Marsh, president and treasurer of the company, lies in a Brockton hospital, stricken with typhoid fever.

Early last week attachments of the Dow Portable Electric Co., Baintree, Mass., and G. F. Pond of Auburn, Mass., were placed in the hands of Deputy Sheriff E. P. Blake for service on the Motor Cycle Mfg. Co. He experienced considerable difficulty in executing his task. Upon reaching the factory he was confronted by Alonzo R. Marsh, the company's superintendent, who had equipped himself with a gun and a revolver. Blake states that the doors and windows were closed against him, and that as he moved around from windows on the outside Marsh moved in a corresponding way on the inside and displayed both weapons. He goes further and claims that he was told that if he tried to enter the building he would be shot. He claims to have a witness to this statement.

Marsh is said to have stated afterwards to an attorney that he regretted having made this display to the officer, and suggested that he go to see him and apologize.

In consequence of the service of these attachments, and evidently fearing others, the directors of the company met and made an assignment to Harry K. Perkins and turned the property over to him. They then called a meeting of the creditors, to be held this

week, "for the purpose of talking over the business affairs." It was freely stated that an extension of time was looked for, such as would permit the concern to continue business.

This move did not suit the Brockton stockholders, who were the first to proceed in the matter. They secured from Judge Hardy, in the equity session of the Superior Court in Boston, an order directing that the directors of the Motor Cycle Mfg. Co. appear before the court on Thursday, "to show cause, if any exists, why a receiver should not be appointed to take possession of the property and continue the business until such time as the court may order it stopped."

This action was taken on a petition from several Brockton business men, who hold about 8,000 shares of stock, representing \$40,000. Should the petition be granted the recent assignment by the directors to Harry K. Perkins would be vacated. The directors upon whom summonses are served are W. T. Marsh, president and treasurer of the company; A. R. Marsh, superintendent of the factory; C. W. Swann of Stoughton and John Stretton of Stoughton.

The petitioners represent that the company is a corporation with a capital stock of \$250,000, of which \$100,000 has been issued, representing 20,000 at \$5 each. The other \$150,000 was recently added and none of it has been sold. They say in their bill that the company is unable to pay its debts as they become due, suits have been brought against the concern and attachments made. Also that the directors made an assignment to Harry K. Perkins without the consent of a majority of the creditors. At the time of the petition the factory was closed, and is now, so far as manufacturing is concerned, and yet many orders should be filled for immediate delivery. It is further cited that the directors are removing property and secreting it in the belief of the petitioners. This last claim is reported to be more technical than otherwise, no instance being named in the bill or by the attorney for the petitioners. The request is for a receiver to take possession of all the property and continue the business under the direction of the court so long as may be deemed advisable.

As regards the creditors, it is set up that there are fully 400 in this country and

(Continued on next page.)

JOBBER AT NIAGARA

Earnestness and Purposefulness Mark Convention—Officers Elected and Conference Committee Appointed.

Niagara Falls, N. Y., July 9.—The three days' meeting of the National Cycle Trade Association, which was held at Niagara Falls on Tuesday, Wednesday and Thursday of this week was by far the most important event of its kind that has yet been seen in this country—important because for the first time a duly incorporated body of thoroughly representative jobbers, their sincerity and purpose to act as a unit made manifest by their incorporation, met the manufacturers whose goods they handle and in joint meeting fully and fairly discussed the problems confronting them and the ways and means by which they could best be solved.

The keynote of the meeting was the uplifting and steadying of the entire bicycle trade, the eliminating of the features that have worked such havoc to it, and the introduction of such corrective measures as would best attain this much to be desired end.

The high plane on which the National Cycle Trade Association stands, the broad, catholic spirit and breadth of view displayed, give every evidence that the new organization as a power for good is likely to have an influence that will be far reaching in its effects on the entire trade; and it is only fair to say that the spirit of the association was readily recognized by several of the more prominent manufacturers present, who met the movement half-way and lent to it their counsel and pledged their support.

Much work has been done; much more remains to be done. All that has gone before has been in the nature of a gradual feeling-out of conditions, a gradual betterment of acquaintances, a careful groping for the most practical and effective manner of reconciling apparently conflicting interests and gaining a common ground on which all might stand. This has been done, and the present meeting was the first time an attempt was made to take, as a body, a single step forward, to use united strength in the

common cause. Even at this writing it can hardly be said that the step was actually taken. If it was, its direction and consequences are not likely to be felt for some time. One thing is certain: whatever steps are taken will be taken slowly and surely, and only after having been decided upon by some of the most thoughtful, successful and high-thinking men of the trade.

The meeting formally opened at 3 o'clock Tuesday afternoon, with the executive committee in session, the chief business on hand being the preparation of a list of officers and directors, which was voted upon at the regular meeting of the association at 7 o'clock the same evening. This meeting was the first since the incorporation of the organization, and, as under the law the directors cannot exceed twelve in number, three were dropped and the following ticket unanimously elected. Charles W. Leng, president; George T. Robie, vice-president; A. M. Schefkey, secretary; Harris Parker, treasurer; Bruce Hayden, second vice-president; Samuel Bigelow, third vice-president; L. J. Schmelzer, fourth vice-president. Directors: William F. Harrah, L. L. Kelsey, E. J. Lloyd, George W. Nock, E. J. Willis, William Spalding, W. L. Beckley, Eugene Arnstein, C. W. Leng, Harris Parker, A. J. Holmes and George T. Robie.

On Wednesday morning the joint meeting with the manufacturers was held. First a report of the work already accomplished was read by President Leng, who expressed the satisfaction of the association with the work of the secretary, reviewed the record of the past and sketched in brief but effective outline part of what it is hoped to accomplish in the future.

Speeches were then invited, and were made by several manufacturers, and after much discussion of the subjects introduced, all of which was followed with careful attention, a committee of seven, comprising three manufacturers, three jobbers and the president, was appointed and instructed to report on the matters assigned to them. The final report of this committee is not likely to be made for some time.

Thursday the association and visiting tradesmen were tendered an excursion by the Buffalo jobbers, dealers and branch houses.

Among the jobbers present were C. H. Turner, Albany Hardware & Iron Co.; W. H. Coles, McIntosh-Huntington Co., Cleveland, Ohio; A. J. Holmes, Farwell, Ozmun & Kirk, St. Paul; William Spalding, Spalding & Co., Syracuse, N. Y.; George W. Nock, Philadelphia, Pa.; J. Fintze, Hoover Ball Co., Newark, Ohio; W. L. Beckley, Chicago; C. L. Kelsey, Buffalo; A. Morris, Manhattan Storage Co., New York; A. E. Brion, New York; George Collister, Cleveland, Ohio; F. J. Willis, Hearshey Vehicle Co., Indianapolis; George Strauss, Joseph Strauss & Son, Buffalo; W. S. Roby and Sidney B. Roby, Rochester; L. H. Hall, E. H. Hall Co., Rochester; W. H. Stark, Stark & Weckesser, Dayton, Ohio; E. J. Willis, New York; Will H. Olmsted, Syracuse; F. F. Rick, Buffalo; W.

F. Harrah, Harrah & Stewart, Des Moines, Iowa; C. W. Leng, John S. Leng's Son & Co., New York; Harris Parker, C. B. Barker & Co., New York; D. J. Post, Post & Lester, Hartford, Conn.; G. T. Robie Excelsior Supply Co., Chicago; W. V. Sauter, E. K. Tryon & Co., Philadelphia; J. N. Wyllys, Elmira Arms Co., Elmira, N. Y.; M. J. Carroll, Utica Cycle Co., Utica, N. Y.; Eugene Arnstein, Chicago; F. J. Wilbur, Schoverling, Daly, & Gales, New York; F. C. Robie, Consolidated Supply Co., Denver, Col.; C. L. Elyea, Alex. Elyea Co., Atlanta, Ga.; G. V. Keller, Charlotte, S. C.; G. H. Coates, Bryte & Coates, San Francisco, Cal., and F. C. Gilbert, Pope Mfg. Co., Hartford, Conn.

Among the manufacturers present were D. C. Spraker and D. L. Spraker, Kokomo Rubber Co., Kokomo, Ind.; H. H. Fulton, president, and Ralph Webster, secretary, Eclipse Machine Co., Elmira, N. Y.; J. R. B. Ransome and E. E. Kirk, Kirk-Snell Co., Toledo, Ohio; D. J. Post, Veeder Mfg. Co., Hartford, Conn.; S. G. Rigdon, Goodyear Tire & Rubber Co., Akron, Ohio; H. S. White and R. R. Harris, Shelby Steel Tube Co., Pittsburg, Pa.; Charles Alvoid and F. C. Van Derhoff, Standard Spoke & Nipple Co., Torrington, Conn.; W. J. Surre, Corbin Screw Corporation, New Britain, Conn.; Frank F. Weston, Barwest Coaster Brake Co., New York; W. S. Gorton and W. H. Pirrong, Standard Welding Co., Cleveland, Ohio; W. L. Colt and Herman Ely, Federal Mfg. Co., Cleveland, Ohio; Charles E. Weaver, Kelly Handle Bar Co., Cleveland, Ohio; E. P. Hubbell, National Cement & Rubber Co., Toledo, Ohio; W. A. Graham, New York; Frank Mossberg and C. E. Munroe, Frank Mossberg Co., Attleboro, Mass.; E. J. Lonn, Great Western Mfg. Co., Laporte, Ind.; J. C. Campbell, D. S. M. Co., Dayton, Ohio; W. T. Metzger, Edmund Metzger, Chicago; C. K. Anderson, Chicago; Z. H. Haney, Judd & Leland Mfg. Co., Clifton Springs, N. Y.; Charles A. Persons, Persons Mfg. Co., Worcester, Mass.; J. H. Whittington, Forsyth Mfg. Co., Buffalo, N. Y.; Theron Palmer and C. F. U. Kelley, Continental Rubber Works, Erie, Pa.; W. O. Rutherford, B. F. Goodrich Co., Akron, Ohio; H. V. Dodge, of John R. Keim, Buffalo, N. Y.; C. H. Walters, Goshen Rubber Co.; Harry C. Lee and J. W. Wall, Bridgeport Gun Implement Co., New York; H. Messenger, of H. & T. Messenger Mfg. Co., New York, and quite a number of smaller sundry manufacturers.

Enterprising, as usual, the Forsyth Mfg. Co. took advantage of the opportunity presented, and ten minutes after the appearance of J. H. Whittington every trade visitor, including even the other coaster-brake manufacturers, was decorated with the regulation style red silk convention badge, fastened with a nickel star and labelled "National Cycle Trade Ass'n, Niagara Falls, N. Y., July 7, 8, 9, 1903." A buffalo with lowered head adorned the centre. Good taste was shown in simply having in small letters at the bottom, "Compliments of the Forsyth Mfg. Co." It was an effective piece

of advertising, as the badges were worn during the remainder of the session.

The wisdom of selecting Niagara Falls as the meeting place of the Jobbers' Association was happily demonstrated by the visiting tradesmen, almost all of whom embraced the opportunity offered on Tuesday afternoon, while the executive committee was in session, for a trip over the famous Great Gorge Route, going down the Canadian side to Lewiston and returning on the American side of the great chasm. Quite a number of those present confessed that it was their first view of Niagara Falls, and were loud in their expression of pleasure in the opportunity offered them to see the great cataract.

MARSH SMASHES

(Continued from preceding page.)

abroad, spread over an almost world-wide territory. For the assignment to prevail it would be necessary for a majority of these creditors to agree to it. The objection to the assignment, then, as stated by the petitioners, is that it might take three months or more to get the consent of a majority of these creditors. The field of creditors is wide because they consist largely in point of number of people who have ordered and paid for machines in advance and never received them. Several attachments were placed on the property before the assignment was made, and this makes such creditors preferred. The attachments are reported to amount to about \$4,000 or \$5,000. The principal creditor is understood to be the Taunton Lumber Co., which furnished material for the addition recently made to the plant.

The catastrophe has been long looked for; in fact, surprise was felt in the trade that it did not come much sooner. The methods of the company were such as to arouse widespread distrust and criticism. It was organized several years ago, and at first made and marketed the Marsh motor bicycle in a small way. Last year it branched out, but bad factory management and loose business methods brought it to the verge of ruin last summer. Fresh capital was secured, however, and preparations made to operate on a huge scale in 1904.

In accordance with this plan, announcement was early made that the new Marsh would list at \$125. This created a sensation, of course, and the concern was flooded with advance orders from all over the country, many of them accompanied by cash. At the Madison Square Garden show last winter, in particular, a land office business was done, in spite of the fact that the machines exhibited had never been run and, indeed, were fitted with incomplete motors.

When the riding season opened, in spite of the fact that large additions had been made to the plant, the concern was not ready to deliver. As the weeks went by, all sorts of rumors were afloat, some alleging factory troubles, imperfect machines, etc., and the delivery dates were made later and later. When the machines did finally begin to come through, in very small quantities, it was reported that the orders already in hand were being sidetracked and the bicycles hawked around wherever cash could be obtained for them.

DAY DENIES BANKRUPTCY

Company Files Reply so Asserting, and Matter Goes Ever Till September.

The affairs of the Day Mfg. Co., now in the hands of receivers, have taken a new turn. An answer has been filed on behalf of the company in reply to the original petition filed in the Buffalo District Court praying that the concern be adjudged bankrupt. The reply, which was filed last week, denies that the company is bankrupt. As the court has adjourned until September, it will therefore be impossible to get an adjudication of the question before that time.

In the mean time the receivers are pursuing the policy of operating the plant so far as is necessary to work up the stock on hand and put it on the market, says the Bicycling World's Buffalo correspondent. They are purchasing only such new parts as are required to complete the machines that are on hand. They have sold a good deal of the stock, and are making sales at what they consider satisfactory prices. Indications are that at the present rate of sales the stock will all be converted into cash before there is any hearing on the question of bankruptcy. Such a development would leave the receivers in possession of the cash and the plant, and there is a possibility of selling even the plant.

It is safe to say that the question whether or not the company is bankrupt will have settled itself by fall, and the bankruptcy will be so manifest that there will be nothing to do except divide the assets among the creditors. It is impossible to say at the present time how much the creditors will get, because the demand for machines may fall off and the plant may not be sold.

Shelby to Sell Direct.

One year ago the Shelby Steel Tube Co. placed the selling agency for its seamless steel tubing in the hands of the Federal Mfg. Co. That arrangement has now been discontinued. The Shelby Co., being makers of the raw material, will hereafter supply direct bicycle makers and other users of this tubing, and all correspondence relating to its sale should be addressed to the company at Pittsburgh, and all orders sent to it. The company's product, the celebrated Shelby cold-drawn, seamless steel tubing, which has been in general use for many years, is too well known to need extended description.

Hall Has Fire Scare.

The E. H. Hall Co., Rochester, N. Y., had a narrow escape from a serious fire on the evening of July 1. The premises adjoining took fire, which spread to the Hall company's warerooms, damaging their stock to the extent of about \$2,000. This, however, was fully covered by insurance.

Form Strong Rubber Company.

Charles F. U. Kelley, sales manager, and Theron Palmer, superintendent, have severed their connection with the Pennsylvania Rubber Co., and organized the Continental Rubber Works, of Erie, Pa., with a paid-up capital of \$200,000. The Tribune bicycle factory has been bought outright from the receivers of the American Bicycle Co., and plans are already under way to transform it into one of the finest and most up-to-date rubber works in the country.

The new concern is reported to have very strong financial backing, numbering among its stockholders some of the most wealthy and influential citizens of Erie. A full line of high-class bicycle and automobile tires



Charles F. U. Kelley.

will be manufactured, and, in addition, mechanical rubber goods of every description.

The company starts out under the most favorable auspices. Mr. Palmer is a rubber man of recognized ability, having been assistant to the superintendent of the Goodrich company for many years, and his record since has been too well known to need extended mention.

There are few men more widely known or genuinely liked than C. F. U. Kelley, mention of whom was made in these columns a few weeks ago. Mr. Kelley's acquaintance in the trade extends from the Atlantic to the Pacific. He has that rare faculty of making personal friends of nearly all his customers, is a convincing and enthusiastic salesman and a hard worker.

Machinery will be installed at once, and as there will be no building delays the company confidently asserts that it will be able to take care of all orders for the coming season.

Recent Incorporation.

Buffalo, N. Y.—Creed Bicycle Mfg. Co., under New York laws, with \$5,000 capital. Incorporators—Edward J. P. Creed, Frank J. Harrison and Frank A. Worth.

DANISH BUYER HERE

Representative of Christian Achen Comes to America—Denmark Trade is Good.

Simon E. Knudson, representing Christian Achen, of Copenhagen, the biggest dealer in bicycles in Denmark and the Scandinavian Peninsula, arrived in New York last Friday from Boston. He is here on a buying trip, and this week is in the Middle West, but he will be back in New York by July 15.

Achen is a wholesale dealer in bicycles, parts and supplies, and does no business at retail. He sells imported wheels only, most of them of American make, and the majority of them of the jobbing grade. He buys saddles, bars, pedals and supplies in very large quantities.

Mr. Knudson says that bicycle riding in Denmark is on the increase, and especially among women. It is not that women there have not been riding before, but they are taking it up now so generally that it is like a boom. He reports the sport and the trade to be in a flourishing condition.

To Tour on Motorcycle.

Louis Schwab, of Newark, N. J., started out on Thursday for a three months' trip through the West on a Merkel motorbicycle. He is going on business for the Merkel makers and also to push a metal tire plug and shoe valve of his own make. He expects to travel through Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Kansas, Nebraska and Missouri, and thinks possibly he may get to the Pacific Coast before he gets back. If he does get to the coast it will be by train, he admits, as he is not out for any record breaking or any such ride as G. A. Wyman has just made.

American Machines at Osaka.

The National Industrial Exhibition, which opened at Osaka, the second city in Japan, in March, is now in full swing. Among the exhibitors are Bruhl Frères, of Kobe and Yokohama, who show such widely differing lines as bicycles, automobiles, typewriters, machinery, etc., nearly all of them of American manufacture. Among the former are the Orient and Thomas motor bicycles and the Leroy bicycles, which attract a great deal of attention.

Dominated the Contest.

The Splittdorf patented spark coil dominated the Endurance Run. There were thirty-one machines at the start; nineteen were fitted with the Splittdorf coil. At the finish, of the sixteen machines twelve were fitted with Splittdorf coils. Is comment necessary?

The Retail Record.

Oakland, Cal.—E. S. Hilton, East 14th street; bicycle store; damaged by fire.

Bangor, Me.—A. B. Purington, Exchange street; bicycle repair shop; damaged by fire.

ALWAYS THE SAME

The Satisfied Rider is the National's Best Friend



EAST DENNIS, MASS., June 30, 1903.

In the spring of 1900 I was presented a National bicycle at Indianapolis on the occasion of my winning the State Collegiate Oratorical Contest. I have run it over three years now and in that time it has not cost me \$1.00 for repairs. It certainly is a great machine.

Sincerely yours,

(Rev.) Edwin W. Dunlavy.

"GOOD WILL" IS AN ASSET HARD TO APPRAISE, BUT IT MAKES EASY SALES AND QUICK PROFITS—NATIONAL DEALERS PROSPER WITH US.

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114 Second St.

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JULY 11, 1903.

The Household Pet.

Once upon a time a pair of Fond Parents had a ten-year-old. He was the Pet of the Household, and his Parents bought him a Pony, and said, "Lo! He shall be President of these United States."

But one fine morning the Stork—who has never had a moment of idleness since Adam and Eve made their Contract—deposited a Howling Success on the doorstep of the house where the Pet and his Fond Parents lived. And the Fond Parents took the Howling Success in, and the Pet became a Side Issue for the time being.

All of which means that in this week's issue of the *Bicycling World* we push aside everything to give elbow room to our story of the three-day motorcycle endurance run. For the moment we minimize the interests of the old sport to give the new baby a chance to breathe. This is an explanation, but not necessarily an apology. If the infant grows, as judging from its present lustiness we expect it must, it will give us a

new trade, a trade in which many cycle makers of the present will become largely interested.

Reaping the Whirlwind.

Already we have a failure in the motorcycle trade, and such a new trade, too, merely a baby. This firm came down with a dull thud. Many folks had their ears to the ground, expecting just what happened. They noted that the firm in question was underselling the market, was selling a motorcycle for less than it costs to build a decent machine.

Of course, one can't reorganize the world. There always will be a cut-rate class; there always is, in every trade, a percentum of men who are more fascinated by gross sales

We receive the *Bicycling World* regularly and are interested in its contents. We find that we gather a great deal of information from this journal, both as regards getting in touch with the various manufacturers and in noting the new goods that are brought forth. We certainly appreciate the work and shall always feel that we should be classed among the subscribers. Yours truly,
MARSHALL-WELLS HDWE. CO.
Duluth, Minn., June 30, 1903.

than by net profits. They are bound to go to the wall. It is simply a matter of time. For with constant leakage the other fellow gets tired of selling goods on faith and then the death rattle is due.

Moral: It is bad on the part of the buyer, bad, foolish, risky, to put much faith or much money in any firm who is underselling the market. In motocycling it is particularly bad. In any event, if you will order such product, have it sent C. O. D.; then you are certain that you will get the goods. Putting up cash in advance for motorcycles, except with firms of old and high repute, is hazardous. You are likely never to see the machines and also likely to charge the money advanced to the experience fund.

An Unequivocal Success.

The motorcycle endurance, from all standpoints, was one of the most notable events of the year thus far. Well managed, run in fine weather, free from any charges of underhandedness, marked throughout with a desire on the part of the competitors to obey the rules, free from accident to participants or the public, quite successful as a proof of motorcycle efficiency over a long, hard course—all these things hallmark the run as a triumph.

Our report is so complete that little remains by way of comment. The easterly end of the course was good, the remainder largely bad. The men who knew the roads fared best. The nervous man, worried by the rules, fared worst. All agreed that such a run on an ordinary bicycle would have been most trying. There seems to have been overmuch tire trouble, though we must bear in mind that, in many cases, the tire was blamed to conceal other forms of mechanical weakness and imperfection. The makers undoubtedly learned much from this thorough test.

No new type of machine was tested. Some new makes, one or two, were tried out, and they gave a good account of themselves. A lady, Mrs. Rogers, completed a century, the first to be made by a lady motorcyclist, and at that she only lost her chance of the 1,000 score because she perforce quit when her husband quit. But the main point, after all, is the fact that motocycling, with this run, became more of an assured fact. It helped to increase confidence in the new cycle. It made it seem quite plausible, considering the enthusiasm of the thing, to predict that the motorcycle is bound to be the vehicle for many, many thousands.

For the 1904 run, if such be held, the rolls might well be amended in respect to the following points: Gold medal awarded on point system, irrespective of the number of "perfect" controls; no secret controls; registration of numbers of motors and machines, and, finally, machines sealed and guarded overnight.

Rule of the Road.

"Keep to the right" is an injunction that every rider should know by heart and observe for his own as well as other people's protection. But he does not always do this. In fact, the number who habitually ride on the wrong side is large, and sometimes it seems to be even increasing. Sometimes the offender rides all over the road—right, left and in the middle; and those he meets hardly know what to do to avoid him. Again, he sticks to the left, and beyond the feeling of irritation that his inconsiderate or ignorant action arouses he is much to be preferred to the first class. But one never knows when he is going to swoop over to the right side—his right—and thus get directly in your path if you have edged over to your left to avoid him. If new riders would learn and old ones observe the rules of the road there would be fewer accidents and infinitely more comfort in everyday riding.

ROAD RECORD SMASHED

Successful Twenty-Five Mile Contest on Staten Island—Charles Mock's Record.

As the result of the twenty-five mile road race held on Staten Island on July 4, under the auspices of the Richmond County Road Racing Association and the Century Road Club Association, a splendid new course for events of the sort has been brought to the front. The distance is made by using small parts of both the new Southern Boulevard and the Amboy Road. The start is made on the new boulevard near Grant City, and the turn is at Tottenville, 12½ miles below.

A record of 58 minutes 26 seconds was made over this course on July 4 by Charles Mock, who won the time prize in the race. This is faster time than any course in the vicinity of New York has yielded, although the record for the distance is 51 minutes 55 seconds, made in 1895 by A. B. McDonnell, over a straightaway course at Buffalo. It has since been learned that the course was cut unintentionally about half a mile by all the riders through making a mistake in the place of turning into the Amboy Road. Even with this considered, though, the course is faster and better for road races than any other in the vicinity of the metropolis, and it is only one hour's journey from the New York City Hall.

The race, although an initial event, was signally successful. The road was fast and free from obstruction, and there was only one man hurt severely. He was J. E. Anderson, of the Calumet Cyclers, who fell and broke his collarbone. He was attended by Dr. Griffin, of the C. R. C. A., and as soon as he learned that he had finished twelfth and would get a prize he said it was "all right so long as he had not been hurt for nothing."

There were fifty-two entries for the race and thirty-nine riders started at 12:04 o'clock. As the race was 12½ miles and back, it was not spectacular, and the crowd was small. At the start the same thing happened as in the Irvington-Millburn race on May 30. The scratch men got away with the three-minute bunch, and after the race was over they had to be set back that much in the order for place prizes. Mock actually finished eighth, Vander Dries twelfth and Weirich fifteenth, but they were moved back as shown in the summary.

Adolph Krohn, the winner of the Irvington-Millburn, fell with three other scratch men soon after the start and broke his wheel. The winner of the race and the second man are both strangers to road racing, it being the first race for each of them. They finished in a beautiful sprint, and crossed the tape so nearly even that the decision was given to Sloane by a tire width. Schwab protested, but after a meeting of the judges it was decided that he had lost first place by the narrowest of margins. Mock, who won the time prize, is a veteran

road rider. George Weirich won second time prize, and J. M. Eifler third. When the times were first figured out A. Vander Dries was declared winner of the second time prize and G. Weirich the third. This was because Vander Dries was on the programme as a two-minute man, and it was supposed he got away with the other two-minute man, Kirchner, and the scratch men with the three-minute men. It seems, though, that the handicapper moved Vander Dries up to the four-minute mark without saying anything, and he started a minute ahead of the scratch men and three-minute men. A protest from Weirich brought out the truth, and the awards were changed. D. M. Adey was referee.

Summary:

| Order of Finish. | Name. | Hdep. | Net time. |
|------------------|-----------------------------------|-------|-------------|
| | | M.S. | H.M.S. |
| 1.... | M. Sloane, West Side A. C..... | 6 00 | 1 00 49 |
| 2.... | O. E. Schwab, N. Y..... | 6 00 | 1 00 49 1-5 |
| 3.... | C. Neren, C. R. C. A..... | 7 00 | 1 01 52 |
| 4.... | B. Bichette, C. R. C. A..... | 6 00 | 1 00 59 |
| 5.... | August Miller, Staten Island..... | 5 00 | 1 00 00 |
| 6.... | F. Erikson, Monitor C. C..... | 6 00 | 1 01 00 1-5 |
| 7.... | W. S. Benz, Staten Island..... | 5 00 | 1 00 00 2-5 |
| 8.... | W. J. Browne, C. R. C. A..... | 7 00 | 1 02 27 |
| 9.... | J. M. Eifler, C. R. C. A..... | 4 00 | 59 44 |
| 10.... | O. Wagner, C. R. C. A..... | 7 00 | 1 03 13 |
| 11.... | A. Winter, N. Y..... | 4 00 | 1 00 14 1-5 |
| 12.... | J. E. Anderson, Calumet C..... | 7 00 | 1 03 22 |
| 13.... | G. F. Ambros, C. R. C. A..... | 8 00 | 1 05 05 |
| 14.... | C. E. Burch, C. R. C. A..... | 8 00 | 1 05 05 1-5 |
| 15.... | Charles Mock, C. R. C. of A.Scr. | | 58 26 |
| 16.... | H. Vander Dries, C.R.C. of A.Scr. | | 1 00 14 |
| 17.... | G. Weirich, C. R. C. of A.Scr. | | 59 33 |
| 18.... | Joseph Kopsky, C. R. C. of A.Scr. | | 1 03 21 |
| 19.... | F. E. Kirchner, C. R. C. A.Scr. | | 1 03 22 |

Tire Trouble Beats Will Stinson.

Will Stinson, of Cambridge, lost a twenty-mile race at the Coliseum in Worcester, Mass., on June 30, through the bursting of the rear tire of his bicycle in the third lap of the seventh mile. The event was a three cornered contest between Stinson, Joe Nelson and Harry Caldwell. Five mile preliminary heats to qualify resulted in Caldwell beating Stinson in 6:48 2-5. Stinson beat Nelson in 6:50 2-5.

The main race between Caldwell and Stinson was a good contest up to the sixth mile, when Caldwell lost his pace and Stinson made a big gain on him before he caught up. At the beginning of the seventh mile it looked like a sure thing for the Cambridge rider, but he lost his pace in the first lap, and this misfortune was followed in the third lap by the bursting of the tire, when he had to give up. Caldwell continued riding until he had made ten miles in 13:55, when the race was awarded to him.

A mile handicap was won by W. J. Potter, of Boston, from scratch, in 2:02 4-5, with G. W. Anderson, of Worcester (35), second; M. F. O'Brien, of Lowell (scratch), third, and G. A. F. Brown, of Worcester (50), fourth.

Potter won again in a half-mile open race, with O'Brien second and William P. Farrell, Worcester, third. Potter's time was 1:04.

New Record Table for Fifteen Miles.

Bobby Walthour put up a new record table for from one to fifteen miles at the July 7 evening races at Charles River Park. It was in a fifteen-mile motor-paced event, with Leander and de Guichard and Walthour facing the starter. At the crack of the gun Walthour immediately headed the procession. At the mile the clockers sung out 1:12 2-5, and the crowd applauded the new record.

VAILSBURG TRACK OPEN

Races on the Fourth—McFarland Cleverly Aids Lawson Against Kramer.

At the Vailsburg cycle track on Saturday last Iver Lawson beat Frank Kramer in two straight heats of what was nominally a team race, best two out of three heats. Floyd McFarland was Lawson's running mate, and it was due to his clever headwork in the second heat that Lawson won it, thus winning the race. Kramer had W. S. Fenn as mate, and was a likely winner in the first heat until McFarland pulled Lawson up on even terms in the stretch. Then McFarland and Fenn both quit and a desperate brush ensued, Lawson winning by about a foot. In the second heat Kramer tagged on behind Lawson, while Fenn rode what one spectator called an "excursion" around the outside. McFarland spurred suddenly in the stretch, pulling Lawson away from the champion, and quitting when it was too late for Kramer to catch up. Lawson won this heat by a length.

There was clever work in the five-mile handicap also. The scratch men were choked back by the fifty-yard men, and the limit men, riding hard, overtook the scratch riders. McFarland, who was at the back of the scratch bunch, got in front of the limit men and slowed the limit men down so gradually and cleverly that they were not aware of what was going on until they were fifty yards behind the scratch men again. Then the "handicap king" jumped suddenly away and overtook the scratch men, and the long markers were unable to follow him.

Oliver Dorlon, the novice who won the novice race and the big handicap at Manhattan Beach at the opening races there, made good in the one-mile race. He was put back from the 175 yards he had in the two-mile event at the Beach, and was given only 60 yards, but won his heat handily, getting third place in the final. Summaries:

One-third mile novice—Won by J. D. Brown, East Orange; Harry Becker, Brooklyn, second; C. Jackson, S. S. A. A., New York, third. Time, 0:34.

One-half mile professional handicap—Won by Floyd Krebs, Newark (25); E. F. Root, Boston (15), second; Walter Bargett, Buffalo (35), third; Charles Hadfield, Newark (25), fourth. Time, 0:53 4-5.

One-half mile amateur, open—Won by Teddy Billington, B. V. W., Vailsburg; James Zanes, Newark, second; Oscar Goerke, N. A. C., Brooklyn, third; Walter Smith, Brooklyn, fourth. Time, 1:08.

Five-mile professional handicap—Won by Iver Lawson, Salt Lake City (scratch); W. S. Fenn, Waterbury, Conn. (scratch), second; John Bedell, Lynbrook, L. I. (50), third; Menus Bedell, Lynbrook, L. I. (50), fourth. Time, 11:42.

One-mile professional team match race, best two in three—Iver Lawson and Floyd McFarland vs. Frank Kramer and W. S. Fenn. First heat won by Lawson; Kramer, second; Fenn, third. Time, 2:54. Second heat won by Lawson; Kramer, second; McFarland, third. Time, 3:28.

One-mile amateur handicap—Won by Oscar Goerke, N. A. C., Brooklyn (40); H. E. Chappey, Little Falls, N. J. (40), second; Oliver Dorlon, Manhattan Beach (60), third; Robert Acker, N. A. C., Brooklyn (140), fourth. Time, 2:03 2-5.

THE GREAT ENDURANCE

**Motor Cycle Run, New York to Worcester and Return, July 3rd, 4th and 5th; 394 Miles—
George M. Hendee Wins the Gold Medal—Fourteen Men
Make Highest Possible Score.**

Thirty-one good men and true, devotees disciples and prophets of motor cycling, one of them a maker, some of them dealers, and all of them true believers, left New York on Thursday, July 3, at 6 o'clock in the morning sharp, rode to Springfield, 144 miles away, rested in Springfield overnight, left the next morning at 6 o'clock for Worcester, 196 miles; then, starting on the return journey, rode to Hartford, 274 miles, slept at Hartford Saturday night, left Sunday morning at 6 o'clock, reached New York that same afternoon—grand total, 394 miles—and felt that they were heroes. We said that thirty-one men started, but all of them did not make the journey outlined above; one-half fell by the wayside.

Of the thirty-one who started on this three day endurance run promoted by the Metro-pole Cycle Club and the New York Motor Cycle Club, fourteen hit the bull's eye of excellence and scored each 1,000 points, the maximum. Of these fourteen one, George M. Hendee, of Springfield, Mass., won the gold medal. The gold medal was awarded to that man who arrived at ten different points of control nearest to a certain official time schedule. Hendee, who rode with a stop watch in view all the way, hit seven of the controls perfectly on the dot, and lost a total of two minutes at the other three. For instance, he arrived at Springfield on the first day at three minutes and thirty seconds before the official time set, which was 3:36 p. m. But he was allowed three minutes leeway—that was the rule. So he lost thirty seconds there. At Springfield, on the way back, July 5, he lost thirty seconds more, and at Hartford, on Saturday, he was sixty seconds out of the way, the whole totalling two minutes. Wonderful that, and quite worthy of a gold medal and all sorts of applause and commendation. For, you see, it involved accuracy and patience and incessant self-control.

And shadowing Hendee, boundlike, fox-like, and in most wonderful fashion came the tenacious Lincoln Holland, of Worcester. Holland was at Hendee's shoulder all the way; never lost sight of him for a second, made exactly the same score for the gold medal, but—well, coming down Eighth avenue on Sunday afternoon Holland at the "secret control"—as per rule—was thirty seconds behind Hendee. Otherwise he would have shared equal honors with the Big Indian. The "secret control" will be abolished another time.

But there were others besides the fourteen

men who won the highest record, as told in the exhaustive, and perhaps exhausting, table printed in connection with this story. For instance, Burnham, 700 points; Doherty, 700 points; Oest, 400 points; Roberts, Miller and Jenkins, 300 points each; Zerbes, 200 points—and so on, and so on, down to the inglorious zero. But for details as to what the men did or didn't do, and what was done to them, see elsewhere.

As a sporting event pure and simple, the run was a great success. It was graced with glorious weather—July at her best, sunny, hot, full, rich, opulent and beautiful. If there was much bedevilment, both of men and machines, there was also much fun, fellowship and enthusiasm. Technically, too, the run was a great success. It produced a crop of minor breakdowns; it was marked with tire troubles; and yet, in spite of all, the number of men who achieved the perfect score surpassed the 1902 record, though the run was half as long again as to mileage. From all points of view, the run was a red letter day for motor cycling, and it reflects unstinted credit on all concerned, on those who participated as well as upon those who planned and managed the thing with loving care.

THE NIGHT BEFORE.

The men and the officials gathered quietly the night before the run at the rooms of the New York Cycle Club, No. 1,904 Broadway, between Sixty-third and Sixty-fourth streets. Thirty members of the club were on hand to give the affair distinction. Here Chairman Ferguson received the competitors and gave them rules, routes, numbers and so on. The schedule to Worcester and return, replete with detail and with every turn marked would fill a newspaper column; but it was folded into a small pad, was laced to the rider's forearm, and, as he rode along, he tore off sheet by sheet. Captain Logan was also on deck; also, too, President Willis. Mr. Haffelinger, a pioneer motorcycle inventor and maker, was present and deeply interested. He is an enthusiast of the first water. Hovering about and simply leaking suggestion and information was Referee Pitman. All was quiet buzz and preparation. To many of the men the route was strange, and they asked scores upon scores of questions, much as a mariner of 1500 might do before venturing upon a voyage of discovery. The rules also, complicated but clear, required much study and considerable interrogation.

And a diverse and sturdy lot these endurance motorcyclists were; somewhat older, too, than the crowd which a cycle event of simi-

lar kind would have called together. Some of the men were of the type which might be called gentlemen amateur. Others were representatives of makers, men who were adepts in motor cycling, and who combined mechanical ingenuity with grit and the get-there spirit. Others were motorcycle dealers, hard, strong, quick, clever men, men resolved to do or die so long as no dishonor might come to them or their machines. 'Twas said that some of the men were paid to ride. Well, that adds interest.

Moving about with sureness and with confidence was Hendee, a manufacturer, a resident of Springfield; Hendee, who, twenty years ago, was the beau ideal amateur of the American cycle race path, with none other in his class for looks and grace and speed. Note also one Lincoln Holland, a dealer of Worcester, and dating from the earliest cycling times. A light was in his eye as he spoke of motor cycling. The love of the old wheel had evidently been bestowed on the new one. Zerbes, a gritty, fresh-faced chap from Racine, Wis., represented the Mitchell company. He has a cycle race-path record, looked full of go, but early came to grief. Mankowski, partner of Henry Allman, motorcycle dealers at No. 1,904 Broadway, and who are doing much to develop motor cycling, was in evidence, a sturdy, hefty and likely looking chap. He was, in fact, the most particularly dressed man on the run; but, alas, in spite of his ideal and complete apparel he soon died away. Truly in motor cycling the machine and not the clothes makes the man. Quietest of all was Emerson, a Lowell, Mass., dealer. On the entire run he uttered no word that man could hear, attracted, in fact, no attention except from students; yet he was really one of the stars of the run, and finished third in the race for the gold medal.

Hear now of White, of the Willis Cycle Co.; White of the yellow sweater, and by far the breeziest proposition of the trip; White the irrepressible, who, in spite of that jersey, made a fine ride and got his thousand clean and clear. Note Jenkins, a New York dealer, who made a score of 300 and quit because of machine trouble. He turned out for the finish on Sunday, looking fresh and dapper. Jenkins is the sort who will tone the new sport. Hoyt, from Whitman, Mass., was the tallest man on the run, way over six feet. Fully equipped as he was, in correct motorcycle regalia for a run of this kind, he looked the typical motor cyclist. He scored 740.

And now, hats off, for here comes a lady,

Mrs. G. A. Rogers, accompanied by her husband, both competitors, but neither getting further than Hartford because of the machine which Mr. Rogers rode breaking down. Not so with Mrs. Rogers's motor cycle; but for the breakdown of her partner's machine she might have gone through and scored a perfect record. She, however, achieved a double distinction—that of being the first lady to compete in a run of this kind, and, far more important, she is the first lady to make a motor cycle century run.

Bartlett, of New Britain, Conn., was a rough-and-ready chap, and looked as if he might go through fire. On the way home a broken fork stem held him back a bit, but he won the thousand points. Doherty, a sturdy New Britain, Conn., agent, competed on a machine of his own make, and made the creditable score of 700. Frank E. Do-

made it a point to disavow any intention of flying in the face of the rules. He maintained that he had simply stopped over at the first control, and, having found this out, he determined to start an endurance run on his own account. It developed, however, into a speed trial.

Come now to one of the most interesting figures on the run—little Joe Downey, of Roslindale, Mass. Downey tests those clever little buckboards which are being turned out by the Waltham company. He is quietish, boyfaced, fresh faced; is, in fact, the typical racing man, who is wonderful at pace, but nothing at all at conversation. Downey was in the front rank all the way, and ran fourth for the gold medal. This sketch of the men might be finished up with reference to Messrs. Boorman and Bird, two sturdy, happy-go-lucky chaps from St. Paul, Minn.:

cyclists gathered about Dietrich's pleasure factory, at this time not congested or noisy, but wearing a sweet morning air. Timer Alderman Oatman on deck—the reliable, solid Oatman; Ernest Ferguson, too, chairman of the run; Referee Pitman, Henry Allman and others. Very few people were about, and they were of the early morning kind, the sort who supply food and drink to the great city. Wonderful, by the by, to see the great city uncoil.

At 5:50 the men lined up in a rather straggly fashion, and at 6 o'clock the first of them were sent away. A pretty scheme of dispatching them in groups of five, three minutes apart, had been dreamed; but it was not carried out. Rather was the start haphazard, scrappy. In three minutes all were gone; that is, thirty-one of the thirty-six. Among the missing was W. F. Wah-



At 110th Street, New York, Before the Start.



At Springfield on the Second Day.

mina, a dealer of Providence, R. I., was a quiet, persistent and victorious competitor. Charles M. Burnham, a quietish chap and a dealer at Waltham, Mass., was known to the oldtimers as the son of the great bicycle rider and handicapper, Burnham, of ye olde days. Oest, a New York rider, looked like a sportsman all through, and when he came to grief coming down to Hartford on the way back he took it most good naturedly. The three Columbia riders, O'Malley and Bernard—very gentlemanly fellow, that Bernard—and Walter Ziegler, of Elmwood, Conn., kept together most of the way, were, in fact, more like three companions on a tour. The trio scored 1,000 points each.

Of course, George N. Holden, a Springfield, Mass., dealer, had a fame all his own. When he arrived at the first control he found that he was far ahead of the schedule time; so he determined to cut out his own pace from start to finish and throw all schedules to the wind. He was, of course, disqualified, but his record, printed elsewhere, is ample testimony of the touring qualities of the motor cycle. When disqualified Holden himself showed no feeling whatever. He

Bird, a member of the firm who manufacture the Wagner motor cycle, and Boorman, his friend, who also rode a Wagner. They came East partly on business, partly on pleasure. On the run they had a big delay at one stage, but both finished in the thousand point class. Boorman had a bad fall in Worcester, and swept up forty feet of the main street there. At the finish they were tired, dusty and sweaty, but happy.

OFF BRIGHT AND EARLY.

Sauntered forth at 4:30 a. m. on the morning of July 3, last Friday morning. The sun had opened only one eye, and that had a wicked look; that eye promised a blazing day, and it came to pass. Not used to the 4:30 a. m. scheme; often went to bed at that hour, but don't fancy it as an ideal getting-up time. At 4:30 milkmen were abroad; so were bakers with the morning roll. Men with unslept faces went wearily to work, while here and there fearful people, marked with the indelible night mark, went slinking home. Up to 110th street and Seventh avenue, along by the deep-green park, there to find a small but hopeful group of motor

renberger. It appears that on the previous evening Wahrenberger, while motor cycling home, was in a hurry; so much so that a policeman thought he ought to come to a full stop and take a long rest—in the station house. The protector painfully explained that two reporters were in the offing and that he was really compelled to do his duty. Thus are the sleuths of the press monitors and stimulators of the Department of Justice. Wahrenberger was freed from this imbroglio too late to start with the men, but he did get away at 10 o'clock and rode some seventy or eighty miles.

The start was marked with quietness; there was no glamor. The men seemed in deadly earnest. There was not much style to the thing, nothing of the dramatic, no stars to applaud, or anything of that kind. The show element was nil. But all had a do-or-die, not-a-moment-to-lose look that spoke volumes. It bespoke gravity, and interest, and earnest purpose. There is a silence that is more telling than words. And that is how the men went away on their three days' journey. The square once cleared out, the officials decamped for the

trains which were to set them down at Hartford and other places along the route.

Up the Eighth avenue asphalted stretch flew the men; that is, all but one. For at 112th street, but a few hundred yards from the start, Hyde punctured his tire—hole as big as your hand, he said—and it took two hours of patient patching before he got going again. Over the spidery viaduct that spans the Harlem River, up Jerome avenue, then eastward to the superb Eastern Boulevard, on then through Westchester, New Rochelle, Greenwich, and so on and on through many a town and village, until Springfield, the first day's goal, was reached. No time now, nor space even, to speak of the long ride through this beautiful country. No time to sketch the variety of the course

power and speed that he needs. In motor cycling the enduring tire is the thing. Any mechanical man will know the reason why.

HOW THE POINTS WERE AWARDED.

And now try and understand this schedule—simple, indeed, if the mind be bent to comprehension. The machines were divided into two classes: A (all machines under $2\frac{1}{2}$ horsepower) and B (all machines of $2\frac{1}{2}$ horsepower or over). In other words, the low-power class A and a high-power class B. Now, as an example, take the first control on the first day, at Bridgeport. The high-power machines, Class B, were scheduled to arrive there any time between 9:40 a. m. and 10:35 a. m., and any Class B man who arrived at Bridgeport between these

In those two columns you will see Bridgeport marked 9:40 a. m. and 11:30 a. m. Now, any Class A rider—the machines under $2\frac{1}{2}$ horsepower—could arrive between the two times mentioned and yet receive the one hundred points, and, of course, the same ten minutes' leeway was given him at either end; and, further, the same conditions applied at the entire ten points of control as published in the schedules printed here. These rules have seemed Greek to many, and perhaps they may still be Greek.

At each point of control, besides the proper officials, was a small group of the unemployed, who unofficially inspected the competitors, listened to their troubles, felt the wheels and looked wise. In



Lincoln Holland, Second in Contest for Gold Medal.



Just Outside of Hartford.



Mr. and Mrs. G. N. Rogers, of Schenectady.

—the long, simple country road, the dash over bridged rivers, the tortuous and vibratory windings over the main streets of many towns, the negotiation of trolley centers here and there, the curious look of the farmer, the gape of the town loungers, the sympathetic groups that surrounded each fallen hero—no time or space for this; the imagination must supply the details.

Suffice it to say that the men early started to fall by the wayside. Falls which disabled a vital part of the machine accounted for some unwilling deserters; falls on rough town pavement and on sandy country roads. Punctures, too, played a large part in fetching the men to grief. In many stretches along the entire route fresh stone had been laid, the preliminary stages of road repair, and these caused many punctures. And be it noted here that, in the motor cycle, the tire cannot be too sturdy. One need not worry particularly about the speed of the motor cycle tire; the motor accounts for that; it gives the average rider all the

two times scored a full one hundred points. And, further than that, ten minutes' leeway was given at either end. For instance, the B class was due at Bridgeport between 9:40 and 10:35. But if a B man arrived at Bridgeport at 9:30 he received full score, for he had ten minutes' leeway. But if he arrived at 9:29 he lost two points for coming in one minute ahead of the official schedule. On the other hand, the B man could arrive at Bridgeport at 10:35 plus the ten minutes' leeway, making it 10:45, and yet score the full one hundred points. But if he arrived at 10:46 he lost a point; if he arrived at 10:47 he lost two points, and so on and so on; if he arrived at one hundred minutes after 10:45 he lost one hundred points. As for the gold medal competition, it is explained elsewhere in this story with kindergarten simplicity.

And now take Class A, the low-power class, and in the route note the first and third columns, marked respectively "fifteen miles per hour" and "ten miles per hour."

the cities, as New Haven and the like, the crowds were larger. On the Fourth, because of the holiday, the folk gathered at the control points, and at the terminals were at their greatest. You see, motor cycling is yet new; besides, the thing had not been heralded in the press. And that is why the entire route was unmarked with noisy and interested crowds. But along the entire stretch of nearly four hundred miles the seed of the motor cycling gospel was sown, and the New England and other papers which printed the results of the run helped spread the story. So, as an advertisement pure and simple the run was of very great value.

At Springfield, the end of the first day, Frank Bowen was the first man to arrive. The official moment was 12:56; Bowen signed his name at 12:54—pretty close, that. A man leaves New York at 6 o'clock sharp in the morning. At the start he is told, "My boy, you will arrive in Springfield at four minutes to 1 o'clock," and he rides half the

day—not bee line fashion, mind you, but over a winding course, particularly perplexing as it passed through the towns—and he arrives at Springfield, 144 miles, two minutes, not behind, but ahead, of the time appointed. Does not such a performance spell Reliability with a big R. And carry the idea of reliability further. For the fourteen men who won full scores there were 140 points of control; of these 140 the fourteen men scored 55 perfect controls. Nothing less than remarkable, that! It proves that even the watches they rode by were good, not to speak of the reliability of the machines.

A minute after Bowen came the boy Dow-

kept open house, and the competitors, on-lookers and officials simply overran the place. All was courtesy; their policy was liberal minded. In fact, on the entire run, owners of bicycle, motor cycle and automobile depots simply gave their places up to the riders; very broad and very nice, that.

And now grasp another condition of the run. No man, after signing his name on arrival at a night control—which really means the end of the day's run—was allowed to touch his machine until 6 o'clock the next morning. In the morning at 6 all took positions at the starting line, were given the word, and then, if they wanted to repair,

pairs-out-of-hours rule will be strictly enforced.

Another pertinent reform suggests itself here. It was rumored that machines were changed on the route. Certain riders were followed up by makers' representatives, and the gossips held that machines were exchanged, and that weak parts were exchanged for strong ones between controls on the long country roads. There was no formal charge of the kind; it was simply rumored and believed. But next year the number of each motor and each machine will be noted and booked at every checking point. In that way substitution of either a part or the whole will be impossible.

Worcester was the furthest point away, 196 miles, and the men were due there at 9:28 on Saturday morning. The town was in holiday attire, and the checking point was at Lemont & Whittemore's cycle and automobile depot. The nineteen men who left Springfield at 6 o'clock in the morning all checked safely at Worcester, notwithstanding the fact that the worst stretch of the road was between Palmer and Warren. The men really feared this. This is a section of the main road to Boston, and is ankle deep in sand. The fact that the nineteen came through is additional proof that tire weakness was the cause of most of the mishaps, for on this sandy stretch not a man fell by the wayside. The table shows the order of arrival at Worcester.

After turning at Worcester, 196 miles from the starting point, the men made for Hartford, where they were due at 2:40, in front of the Palace automobile station, where the machines were checked for the night. The first man at Hartford was Domina, 2:38, and then came Hendee and Downey, 2:39; Holland, 2:39½; Pieper and Emerson, 2:40, and so on, until 6:15, when eighteen men had checked.

The men were due in New York, at Sixty-third street and Eighth avenue, at 2 o'clock. It was a brilliant day, a fitting termination for the run, which had been favored by the weather gods; for, while the days were warm, they were not unbearable, and the nights were cool enough to invite sleep. Here, again, at the finish, was the same group that had attended the start three days before, the officials, the reporters, the camera fiends and a small group of sightseers. At 1:54, White, the irrepressible one, came over the line, not a hair turned. Thirty seconds later came Downey, not a whit worn for the long journey. At 1:56 came Pieper; then, at 1:59½, Emerson finished—Emerson, the silent one. On the dot of 2 o'clock Lincoln Holland and George Hendee finished abreast. Both seemed to have returned from a stroll around the park. In fact, they had ridden down from New Rochelle at an eight-mile pace, one eye on the cyclometer and the other on the split-second stop watch. They timed themselves to a nicety. In the new game of motor cycle endurance runs both are of the first order. But they had gone about the thing in the right way. They had for days past swept up and down these roads, and were familiar with them; and, to a man riding on a schedule, that is most important. He knows when to let out, when to hold back; he knows the good and the bad stretches, and he flies over the one, so that he will have ample time to pick his way over the other. At 6:25 p. m. the sixteenth and last man had arrived, and the Endurance Run then resolved itself into a matter of mathematics.



George M. Hendee, winner of the gold medal.

ney; then Emerson and Holland; and in thirty seconds more Hendee. In fact, eight men came choo-chooing up to the station. As the afternoon wore away the men straggled in, the late ones having each a tale of woe which the small boy listened to eagerly. All told, nineteen men reached Springfield before 6 o'clock—that is, in time to score 100 points for the first day. In fact, of the thirty-one, twelve had fallen by the wayside and were never more heard of. It would be picturesque to say that their whitened bones still bestrew the route; but not so; being put out of business, they simply trained it home, resolved to do better next year. But note that, of the nineteen who reached Springfield sixteen finally reached New York, proving that the men who fell early; that they had either hard luck or, what is more likely, their machines had not been properly prepared for the journey; nor were they themselves, many of them, not all, in condition for the test.

At Springfield the machines were stored for the night at Whitten & Cameron's automobile station, a big roomy place, situated in a quiet, shady side street. These people

spruce up and so on, they brought their machines back into the depot, made their repairs and started off in their own good time. The object of this was to compel each rider to make all repairs within the official time limits of each day. Otherwise a man might spend half the night fixing up, and so no real measurement or valuation of the motor cycle, from the reliance or durability standpoint, could be made.

But this rule was more honored in the breach than in the observance. The men did tamper with their machines, or some one in the know tinkered with them—not all, but some. 'Tis true that Referee Pitman was on the spot, lynx-eyed for breaches of this rule; but he winked at much. And this was well; for the sport is new, the thing has not gotten down to a hard and fast basis, so that it was just as well, perhaps, to stretch the conditions a little. In this respect it was whispered that one party came to the Springfield garage like a thief at midnight and worked for hours on one of the disabled machines. However, next year the machines will be under lock and key, and the no-re-

TABLE SHOWS POINTS WON

ALSO TIME OF ARRIVAL AT EACH CONTROL.

| Name. | Home. | Machine. | Horse power. | Class. | Tire. | Brake. | Bridgeport, 55 miles. Due 9:40 A. M. | New Haven, 76 miles. Due 11:04 A. M. | Hartford, 118 miles. Due 1:52 P. M. | Springfield, 144 miles. Due 3:36 P. M. | Worcester, 196 miles. Due 9:28 A. M. | Springfield, 248 miles. Due 12:56 A. M. | Hartford, 274 miles. Due 2:40 P. M. | New Haven, 316 miles. Due 8:48 A. M. | Bridgeport, 337 miles. Due 10:12 A. M. | New York, 394 miles. Due 2:00 P. M. | Total score. |
|-----------------------|-----------------------|----------|--------------|--------|-----------|----------|---|---|--|---|---|--|--|---|---|--|--------------|
| J. W. White.... | New York City.... | Merkel | 2 1/2 | A | Dunlop | Corbin.. | 9:38 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| Joe Dooney.... | Rosindale, Mass.... | Auto-Bi. | 2 1/2 | B | Goodyear | Corbin.. | 9:38 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| C. H. Peper.... | Brooklyn, Mass.... | Indian | 2 1/2 | A | Fisk | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| C. H. Peper.... | Brooklyn, Mass.... | Auto-Bi. | 2 1/2 | A | Goodyear | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| Lincoln Holland.... | Worcester, Mass.... | Auto-Bi. | 2 1/2 | A | Fisk | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| Geo. M. Hendee.... | Springfield, Mass.... | Indian | 2 1/2 | A | Fisk | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| J. M. O'Malley.... | Hartford, Conn.... | Columbia | 2 1/2 | A | G. and J. | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| J. H. Bartlett.... | N. Britain, Conn.... | Holley | 2 1/2 | B | Dunlop | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| R. R. Boorman.... | St. Paul, Minn.... | Wagner | 2 1/2 | A | Goodyear | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| Frank Doornina.... | St. Paul, Minn.... | Wagner | 2 1/2 | A | Goodyear | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| B. B. Bird.... | St. Paul, Minn.... | Columbia | 2 1/2 | A | G. and J. | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| H. P. Bernard.... | Hartford, Conn.... | Columbia | 2 1/2 | A | G. and J. | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| W. J. Ziegler.... | Elmwood, Conn.... | Warwick | 2 1/2 | A | G. and J. | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| Frank A. Bowen.... | Utica, N. Y.... | Warwick | 2 1/2 | A | G. and J. | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| A. A. Hoyt.... | Whitman, N. Y.... | Warwick | 2 1/2 | A | G. and J. | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| Fred C. Hanfield.... | New York.... | Warwick | 2 1/2 | A | G. and J. | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| C. M. Burnham.... | Waltham, Mass.... | Warwick | 2 1/2 | A | G. and J. | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| B. F. Doherty.... | New York.... | Warwick | 2 1/2 | A | G. and J. | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| John D. Oest.... | New York.... | Warwick | 2 1/2 | A | G. and J. | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| David D. Oest.... | New York.... | Warwick | 2 1/2 | A | G. and J. | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| W. E. Hyde.... | New York.... | Warwick | 2 1/2 | A | G. and J. | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| Frank Ziebes.... | Racine, Wis.... | Warwick | 2 1/2 | A | G. and J. | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| W. E. Hyde.... | New York.... | Warwick | 2 1/2 | A | G. and J. | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| Mrs. E. M. Rogers.... | Shrewsbury, Mass.... | Warwick | 2 1/2 | A | G. and J. | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| G. H. Rogers.... | Schenectady, N. Y.... | Warwick | 2 1/2 | A | G. and J. | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| F. Alton Clark.... | Union City, Conn.... | Warwick | 2 1/2 | A | G. and J. | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| Ellery C. Fisher.... | Brockton, Mass.... | Warwick | 2 1/2 | A | G. and J. | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| Sam. McSkimmen.... | New York.... | Warwick | 2 1/2 | A | G. and J. | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| J. F. McLaughlin.... | New York.... | Warwick | 2 1/2 | A | G. and J. | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |
| C. S. Mankowski.... | New York.... | Warwick | 2 1/2 | A | G. and J. | Corbin.. | 9:40 | 11:04 | 1:52 | 3:34 1/2 | 10:16 | 1:44 1/2 | 3:10 | 8:40 | 9:45 | 1:54 | 1,000 |

Hendee, the Indian maker, was there. Bird, representing the makers of the Wagner, came all the way from St. Paul and competed. At Springfield, Mr. Very, of the Warwick Co., came out to see Frank Bowen ride his machine. Along the route was Henshaw, the Boston agent of the Anti-Bi. Outside these, there were no principals in view. But there were trusty agents out, and they, no doubt, made complete reports to the makers. It was these crafty agents who said "Tire trouble" when anything happened, though this is not to say that there was not tire trouble aplenty. But 'tis only in the secret conclave at the factory that the "real reasons" of many a disaster will be told. On the run the astute agent carefully concealed the facts.

And that is why the run was of great value. It proved that out of 31 average men, some out of condition, some familiar with their machines, some not, some without grit and sand—it proves that sixteen of these could make a 394-mile run over all sorts of roads, through strange country, and do it, too, with but limited time for repairs. Outside of that, the run sought out the weaknesses and the flaws. It taught much to the factory, and, no doubt, when all the facts are gathered and weighed, many minor changes will be made.

In the run there were no radical departures from a set type; the machines were all standard, stock, market machines. There were no freaks to try out, no mechanical dreams to be exploded. The performance of Mrs. Rogers suggested that a motorcycle for ladies might well be put in hand.

Of the fourteen men who scored 1000 points eleven were of the A Class—that is, under 2½ horsepower. If there is anything in that suggestion, take it. Of the fourteen who won 1000 points eleven had the Corbin brake, while three, the Columbias, were fitted with the A. B. C. device.

Mechanical Analysis.

Thirty-one Starters.

| Machines. | Tires. | Brakes. |
|------------|-----------------|------------|
| 7 Auto-Bi | 6 Goodyear | 24 Corbin |
| 3 Indian | 6 Dunlop | 4 None |
| 3 Warwick | 5 Fisk | 3 A. B. C. |
| 3 Orient | 4 Hartford | |
| 3 Mitchell | 3 Goodrich | |
| 3 Columbia | 5 G & J | |
| 2 Wagner | 3 International | |
| 2 Merkel | | |
| 1 Holly | | |
| 1 Own make | | |
| 1 Werner | | |

Next Year's Function.

There should be a big fund raised for next year's run. The officials should be paid, and a press committee should keep the people on the qui vive. In brief, enlarge the whole affair. Put it on a big basis—more prizes, paid officials, smokers in the various night towns, and so on and so on—perhaps a dinner at the end. Put publicity and style into the thing.

THE GOLD MEDAL COMPETITION.

The gold medal was awarded to the man who scored the most "perfects" at the ten controls. To score a "perfect" a man must arrive at a control within three minutes before or three minutes after the official due time on the fast schedule. For instance, the time at Bridgeport was 9:40. Now, any man arriving at Bridgeport between 9:37 and 9:43 scored a "perfect." If he arrived "ahead," say 9:36, he lost two points, that is, two points for each minute in advance; if he arrived "behind" 9:43, say at 9:44, he lost one point; if he arrived at 9:45 he lost two points. This system applied to all the points of control except that, in Bridgeport, on Sunday morning on the way back, the men were all given a perfect score at Bridgeport, no matter what time they passed there. The reason for it was this. The Run Committee decided that it was best for the men to come down to the New York City line as easy as possible on Sunday, so that they could ride the last part of the journey slowly and thus avoid any possibility of arrest. So at New Haven the word was given: Go ahead as fast as you want to; each man will be credited a "perfect" at Bridgeport, even if he passes ahead of the schedule.

On the basis outlined Hendee and Holland had made six perfect controls. But at the secret controls Hendee had the advantage of Holland by 30 seconds; otherwise he would have shared the honors for the gold medal. Truly, it seems like hair-splitting; nay, it is hair-splitting. So, in applauding Hendee, let there be a good word, too, for Lincoln Holland. The appended story tells the story of the gold medal. In it the names of the controls are abbreviated. "P" stands for perfect; figures show the points lost. The two final columns show the number of perfect controls out of the ten. The final column shows the number of points lost. Note that Downey, who had only two perfect controls, lost only 23 points, while Bartlett, who showed three perfect controls, ran less ahead of Downey, though he lost 118½ points. Fact is, the gold trophy should be awarded to the man who loses the fewest points.

A word of praise for Pitman and Ferguson. They worked hard for days before the start, especially Chairman Ferguson, without pay, too. During the run they hovered between here and Worcester, up early, up late, and all the time fair, paternal and kind.

There was a deal of good fellowship. The men mixed up. Fellows from St. Paul fraternized with rural chaps from Connecticut and Massachusetts towns. That was the charm of the run.

Abolish the secret control and award the gold medal on the point system.

| | Bridgeport. | New Haven. | Hartford. | Springfield. | Worcester. | Springfield. | Hartford. | New Haven. | Bridgeport. | New York. | Perfect. | Loss. |
|----------------|-------------|------------|-----------|--------------|------------|--------------|-----------|------------|-------------|-----------|----------|-------|
| Hendee | P. | P. | P. | ½ | P. | ½ | 1 | P. | P. | P. | 7 | 2 |
| Holland | P. | P. | P. | ½ | P. | 1 | ½ | P. | P. | P. | 7 | 2 |
| Emerson | P. | P. | 7 | 1½ | P. | 1 | P. | P. | P. | ½ | 6 | 10 |
| Pieper | P. | P. | 11 | 68½ | P. | 1 | P. | P. | P. | 4 | 6 | 84½ |
| O'Malley | P. | P. | 184 | 240 | P. | P. | 25 | P. | P. | 5 | 6 | 454 |
| Domina | P. | P. | P. | 5½ | P. | 1½ | 2 | ½ | P. | 69 | 5 | 78½ |
| Bartlett | P. | P. | P. | 4½ | 32 | 27 | 7 | 20 | P. | 28 | 4 | 118½ |
| Downey | 2 | P. | P. | ½ | 4 | 2 | 1 | 8 | P. | 5½ | 3 | 23 |
| White | 2 | P. | 1½ | 48 | 48 | 48½ | 30 | 8 | P. | 6 | 3 | 70 |
| Bowen | 16½ | P. | P. | 4½ | 4 | 3 | 2 | 38 | P. | 282 | 3 | 350 |
| Bernard | P. | P. | 51 | 90½ | 42 | 146 | 163 | 7 | P. | 177 | 3 | 676½ |
| Ziegler | P. | P. | 51 | 90½ | 42 | 146 | 163 | 7 | P. | 177 | 3 | 676½ |
| Boorman | P. | 10 | 14 | 41½ | 23 | 52 | 60 | 8 | P. | 33 | 2 | 241 |
| Bird | 45 | 56 | 54 | 90½ | 23 | 44 | 60 | 8 | P. | 84 | 1 | 464½ |

HOLDEN'S RIDE.

| Left— | Arrived— | Distance. | Total time. | Average per hour. |
|----------------------|--------------------------|--------------------------|-------------|-------------------|
| New York...6 a. m. | Springfield | 1:55 p. m. ...144 miles | 7h. 55m. | +18 miles |
| Springfield .6 a. m. | Hartford, via Worcester. | 12:42 p. m. ...130 miles | *6h. 22m. | +18 miles |
| Hartford ...6 a. m. | New York..... | 1:50 p. m. ...126 miles | *5h. 20m. | 25 miles |

*Actual time. Total distance, 394 miles. Actual riding time, 19h. 57m. Average per hour, 19.7 miles.

THE SCHEDULE.

FIRST DAY, JULY 3—Start, New York, July 3, 6 a. m.

| Towns en route. | Inter-mediate mileage. | Total mileage. | 15 miles per hour. | 12 miles per hour. | 10 miles per hour. |
|---------------------------|------------------------|----------------|--------------------|--------------------|--------------------|
| New-York | 0 | 0 | 6:00 a. m. | 6:00 a. m. | 6:00 a. m. |
| New Rochelle | 15 | 15 | 7:00 a. m. | 7:15 a. m. | 7:30 a. m. |
| †Greenwich | 12 | 27 | 7:48 a. m. | 8:15 a. m. | 8:42 a. m. |
| Norwalk | 15 | 42 | 8:48 a. m. | 9:30 a. m. | 10:12 a. m. |
| *†Bridgeport | 13 | 55 | 9:10 a. m. | 10:35 a. m. | 11:30 a. m. |
| *†New Haven | 21 | 76 | 11:04 a. m. | 12:20 p. m. | 1:36 p. m. |
| *Meriden | 20 | 96 | 12:24 p. m. | 2:00 p. m. | 3:36 p. m. |
| *†Hartford | 22 | 118 | 1:52 p. m. | 3:50 p. m. | 5:48 p. m. |
| Windsor Locks | 12 | 130 | 2:40 p. m. | 4:50 p. m. | 7:00 p. m. |
| *†Springfield | 14 | 144 | 3:36 p. m. | 6:00 p. m. | 8:24 p. m. |
| Added time for meals..... | — | — | 4:51 p. m. | 7:15 p. m. | 9:39 p. m. |

SECOND DAY, JULY 4—Start, Springfield, July 4, 6 a. m.

| | | | | | |
|---------------------------|----|-----|-------------|-------------|-------------|
| Springfield | 0 | 0 | 6:00 a. m. | 6:00 a. m. | 6:00 a. m. |
| Palmer | 16 | 16 | 7:04 a. m. | 7:20 a. m. | 7:36 a. m. |
| †Warren | 12 | 28 | 7:52 a. m. | 8:20 a. m. | 8:48 a. m. |
| Spencer | 13 | 41 | 8:44 a. m. | 9:25 a. m. | 10:06 a. m. |
| *†Worcester | 11 | 52 | 9:28 a. m. | 10:20 a. m. | 11:12 a. m. |
| Spencer | 11 | 63 | 10:12 a. m. | 11:15 a. m. | 12:18 p. m. |
| †Warren | 13 | 76 | 11:04 a. m. | 12:20 p. m. | 1:36 p. m. |
| Palmer | 12 | 88 | 11:52 a. m. | 1:20 p. m. | 2:48 p. m. |
| *†Springfield | 16 | 104 | 12:56 p. m. | 2:40 p. m. | 4:24 p. m. |
| Windsor Locks..... | 14 | 118 | 1:52 p. m. | 3:50 p. m. | 5:48 p. m. |
| *†Hartford | 12 | 130 | 2:40 p. m. | 4:50 p. m. | 7:00 p. m. |
| Added time for meals..... | — | — | 3:55 p. m. | 6:05 p. m. | 8:15 p. m. |

THIRD DAY, JULY 5—Start, Hartford, July 5, 6 a. m.

| | | | | | |
|---------------------------|----|-----|-------------|-------------|-------------|
| Hartford | 0 | 0 | 6:00 a. m. | 6:00 a. m. | 6:00 a. m. |
| †Meriden | 22 | 22 | 7:28 a. m. | 7:50 a. m. | 8:12 a. m. |
| *†New Haven..... | 20 | 42 | 8:48 a. m. | 9:30 a. m. | 10:12 a. m. |
| *†Bridgeport | 21 | 63 | 10:12 a. m. | 11:15 a. m. | 12:18 p. m. |
| Norwalk | 13 | 76 | 11:04 a. m. | 12:20 p. m. | 1:36 p. m. |
| †Greenwich | 15 | 91 | 12:04 p. m. | 1:35 p. m. | 3:06 p. m. |
| New Rochelle..... | 12 | 103 | 12:52 p. m. | 2:35 p. m. | 4:18 p. m. |
| *New York..... | 17 | 120 | 2:00 p. m. | 4:00 p. m. | 6:00 p. m. |
| Added time for meals..... | — | — | 3:15 p. m. | 5:15 p. m. | 7:15 p. m. |

*Indicates checking points. †Indicates gasoline supply.

FROM 'FRISCO TO NEW YORK

Wyman Completes Great Trans-Continental Trip on Motorcycle—Here Last Monday.

It has been done.

After automobiles of varying horsepower have failed and several motorcyclists have abandoned the attempt, the American Continent has been crossed by a motor vehicle.

It was with a motor cycle that the trick was done, a little machine of 1½ horsepower and weighing only ninety pounds.

George A. Wyman, of Oakland, Cal., is the man who accomplished the feat, riding from San Francisco to New York for the Motorcycle Magazine. Wyman is now in New York City. He rode in on last Monday, having made the whole trip in fifty days, including fully ten days in which no riding was done.

It was an arduous undertaking, and the performance called for a constant strenuousness and a pluck that is far beyond the ordinary. It was a terrible journey at times, and by no means free from peril. There were long snow sheds crawled through, mountains climbed, and, worst of all, the alkali plains of the Great American Desert had to be crossed. Only an enthusiast, young, buoyant, physically robust and resourceful, could succeed in making the trip as it was made. It was the greatest feat in cycling since Thomas Stevens rode across the continent in 1885 on a high wheel.

Wyman has all of the qualities named. He is a blue-eyed, boyish looking chap of twenty-six years, about 5 feet 7 inches in height and 153 pounds in weight. His enthusiasm for

motorcycling is marked, but it is not of the demonstrative sort. He has quiet manners, but there is that about him which would inspire any reader of character with faith that he would accomplish what he set forth to do. He is wholly modest about what he has done, and is disinclined to talk about the hardships he encountered.

Wyman is writing the story of his trip in detail, however, and it is being printed in monthly instalments in the Motorcycle

Magazine, the July number of which will be out July 15.

He looked like a transcontinental motorcyclist when he reached the metropolis, did this sturdy youth. His bicycle and clothing were both the worse for wear and the need of repair was evident at long range. He was met in the upper part of the city, at Broadway and 195th street, to be exact, by representatives of the Bicycling World, and escorted down to the house of the New York Motor Cycle Club at No. 1,904 Broadway, where the trip was officially concluded at 6 p. m. July 6.

The California motorcycle which Wyman rode was put on exhibition in front of the clubhouse, and Wyman went to the Herald Square Hotel, to wash up and change his clothes. This performance and a shave effected a transformation in the rider. When met near Kingsbridge he was clad in a pair of overalls, a "hickory" shirt and a suit that had seen road service from Chicago on, and was torn in several places, a pair of rusty brogans and a cloth cycling cap. His face wore a three days' growth of beard, and he pedalled along on the bicycle with the motor all cut off and the driving belt dangling at the side.

Wyman proposes to stop in the East a while and look around. He likes the country, so far as he has seen it, and even talks of locating here permanently.

Wyman arrived safely in New York on July 5. He had ridden 3,800 miles on a motor cycle. He spanned the continent. He carried the same machine throughout the entire journey. We found him modest and sturdy, the very sort of chap to make a trip of the kind. His trip was accomplished without the blare of press agent. Yet is it none



Wyman Being Interviewed for the Bicycling World.



Wyman in Upper New York City.

the less meritorious, alike creditable to the man, alike creditable to the motor cycle.

Only those who are familiar with the conditions can imagine the trials of a transcontinental journey. The worst feature are the roads; these, for hundreds of miles, are unspeakable. At times the railway ties are preferable. It is, indeed, a journey to try the stoutest man and the stoutest vehicle. That the delicate motorcycle came through at all is unmistakable tribute to its efficiency, its durability, its practicability. To Wyman himself those in the know will give full due.

On June 28 the redoubtable George A. Wyman, the transcontinental, coast to coast, San Francisco to New York motor cyclist, reached Angora, N. Y. As has been stated in previous issues of the *Bicycling World*, Wyman left San Francisco on May 16, reached Chicago a month afterward, left Chicago on June 23, and, after thoroughly repairing his motorcycle, he arrived at Angora, N. Y., on the 28th. The hazards and hardships of the journey have been told in previous issues of the *World*. Many men who are familiar with the roads in populous States imagine that conditions are the same clear across the continent. Many who have not travelled far from home have an idea that a beautiful white ribbon of road links New York with Buffalo, Buffalo with Cleveland, Cleveland with Chicago, and so on; that a broad, white highway binds the big cities like a string of pearls, the one to the other, from ocean to ocean.

Such, however, is not the case. In the Far West, for many hundreds of miles, the States are practically roadless. Here and there may be a stretch of good road, especially in the outskirts of the bigger towns; but for the most part the roads are simply indescribable, so bad, in fact, that even the railway ties are preferable to them. In dry weather they are half knee deep in sand; they are marked with ruts. In rainy weather they are a slough of mud. And that is what makes Wyman's ride notable, and that is what shook his machine to such an extent as to make a thorough overhauling necessary when he reached Chicago. From Chicago to Buffalo conditions were better. When he reached the Empire State they at once became ideal for most of the way, and the towpath helped him considerably. From Wyman's letters we publish a few extracts:

"Rochester, July 1.—Spent a bit of time in Buffalo yesterday morning, determined to start through New York State in the best possible shape. While in that city I inspected the automobile and motor cycle plants of the Thomas company, and was most cordially treated by Mr. Thomas. Left Rochester at 11:30 a. m. to-day, and was accompanied to Fairport, a ten-mile run, by Messrs. G. D. Green and W. L. Stoneburn. Put up at Cuyahoga Falls for the night, seventy miles for the day."

"Canastota, July 2.—Left Cuyahoga at 8 a. m. Had considerable machine trouble; batteries got weak and the belt broke. But

after such a journey what could one expect? Roads muddy and hilly; hot, too. Got sixty-five miles nearer New York to-day."

"Albany, N. Y., July 3.—Did 135 miles to-day and arrived here at 10 p. m. More trouble. Five miles from Albany the rear tire blew up. It was late, the hole was a big one, and I walked into the capitol city. I rode the towpath all day; that accounts for the good score I made. On the morning of the 4th I went to the agency of J. W. Anderson, and between us we got the motor in good shape. I left Albany at 2:30, but motor trouble forced me to put back after I had gotten four miles out of town."

"New York, July 5.—After working on the motor for several hours I started from Albany with the intention of reaching New York next day, even if I had to ride all night. Before I had travelled more than thirty



Entering New York.

miles the motor commenced to go bad again, and at the end of thirty-six miles from Albany I had to take the belt off and pedal the rest of the way to New York, a distance of 126 miles. Coming out of Albany, about five miles from there, I nearly had a spill, caused by a dog running out and catching hold of the leg of my overalls. I thought for a minute I would have to shoot him, but just as I drew my revolver the man who owned him called him off.

"About 6 p. m. it clouded up and began to rain a little; but that only made me try all the harder to reach New York before it started in for good. About 9 p. m. I met a young fellow by the roadside who had a gas lamp on his bike, and as I passed him I remarked that he had a good bright light with him. I did not think any more about it until I heard a wheel running up behind me and saw the light. The young chap had followed me, and when he had caught up he offered to ride a few miles with me so that I could see the road. He rode with me for four miles, and I certainly appreciated it.

"By that time it was about 11 p. m., and so dark that I could not see the road at all, and could only guess at it. But I was a good guesser that night, and I did not get a fall; which is something new for me, after being thrown off the wheel every day from the time I left San Francisco up to now. I had trouble about 2:30 a. m. in finding the right roads, and at last I got off so far I could not find my way back. Then I saw a light off to one side, and on going over to it I found it was a man getting up steam to run an engine. I had wandered into a brickyard. I stayed there for an hour or so until it got light enough to see; then I struck a trail through the woods, and after going a mile got back on the main road again. While I was in to breakfast it began to rain, and for an hour it looked as if the Hudson had got turned upside down. After it stopped I started walking, hoping it would get dry as I went along. But the roads were wet for about forty miles, yet not so bad that I could not pedal. I arrived in 195th street, New York, at 3:20 p. m., ending a ride of 3,800 miles."

Woman Contestant's Experience.

With regard to the only woman who started in the motorcycle run from New York to Worcester and back, July 3, 4 and 5, a letter has been received by the *Bicycling World* from Mrs. G. N. Rogers of Schenectady, N. Y., in which she makes some suggestions. In part, she writes as follows:

"As there has been considerable comment in the daily papers about the woman who was entered in the endurance run and her failure to cover the entire course, will you kindly state for me that it was through no fault of the motorcycle I was riding that I did not finish. I was in the same position most of the riders were. We were furnished with printed route cards, giving full directions, which to one familiar with the towns we passed through would be all the information required; but to strangers these route cards, telling us to take such a street and turn at such a corner, it was all Greek. Half the time we did not know what town we were passing through, and to stop and ask took valuable time. Nor could we get a direct answer till we had answered a dozen questions about the machines, the riders and the run.

"It seems to me that there could be some plan devised to mark the way for strangers.

"It would not be asking too much of the local motorcycle agents to put a flag or an arrow at each turn, to show the route in and out of town. There are plenty of small boys who would feel honored to stand on the corners and direct riders, if they were provided with a flag or badge of some kind, to show they were authorized to give proper directions.

"Had I been familiar with the road, the fact that my husband's machine broke down would have delayed me only long enough to see that he was not injured, as I was enjoying the ride immensely, and should not have dismounted at any part of the run except at the checking stations."

HIGH TRIBUTE TO COL. POPE

**News Revealed by his Speech at Hartford
Dinner—Will Make Cash Registers
and Motor Cars—Albert,
Vice-president.**

All Hartford roused itself on Friday night of last week to pay tribute to Colonel Albert A. Pope, and he was thoroughly lionized. Nor was the demonstration confined to residents of Hartford, for many were there from other cities, even from the West.

The demonstration was arranged by the Hartford Business Men's Association, and was participated in by the Governor of the State, the Mayor of the city, ministers, lawyers and business men of all sorts.

Colonel Pope arrived at Hartford at 6:45 p. m. and went to the house of his son Harold L. Pope, where he was met by President Dwight N. Hewes and Secretary Foster E. Harvey, of the association, who escorted him to the Allyn House. A reception was held in the parlors there, which were draped for the occasion.

After the reception there was a banquet in the dining room, and the programme of speechmaking and song was so lengthy that the festivities were protracted until 2:15 a. m.

Seated on the right of President Hewes at the head table was the guest of honor, Colonel Albert A. Pope, Governor Chamberlain being next. On the president's left was the toastmaster, Hon. Joseph L. Barbour, who had Mayor Sullivan next to him. Others at the head table were Colonel George Pope of New York, E. W. Pope of Boston, Harold L. Pope of Hartford, A. L. Pope of New York, Arthur W. Pope of Boston, Hon. Maro S. Chapman of South Manchester, the Rev. George H. Ferris of New Haven, the Rev. Rockwell Harmon Potter of Hartford, A. L. Garford of Cleveland, Ohio; N. C. Fowler, jr., of Megansett, Mass.; Freeman P. Hinkley of Cohasset, Mass.; Robert L. Winkley of New York, Charles E. Walker, W. C. Walker, H. A. Lienhard, Hon. M. B. Preston, William B. Rothschild and Foster E. Harvey of Hartford.

THE MENU A GEM.

The menu booklet was a gem of the printer's art and furnished a beautiful souvenir of the banquet. The cover design was a halftone cut of Colonel Pope and a scene in Pope Park, surrounded by a symbolic figure of Success, holding in her hand a miniature bicycle, a view of the capitol dome, and an artistic ornamentation in tracery. The inscription was: "Dinner in honor of Colonel Albert A. Pope, on the occasion of his return 'to his own,' Allyn House, July 2, 1903." The back cover showed a halftone cut of the Columbia factory in Hartford, the seal of Hartford, and a scene on a driveway, typical to the pioneer work of Colonel Pope for good roads. The inner pages contained a list of

the guests, headed by the guest of honor, Colonel Pope, the committees, the speakers and the menu. Attached to the back cover were slips in red and blue, having the words of the musical selections on the programme: "In the Good Old Summer Time," "America," "Under the Bamboo Tree," "Columbia, the Gem of the Ocean," "Kiss Me, Honey, Do," "Mr. Dooley" and "Auld Lang Syne." The diners joined in singing the songs as played by the orchestra.

President Hewes, after a brief speech, introduced Colonel Pope, who spoke as follows:

COL POPE'S SPEECH.

"Mr. President and Gentlemen of the Hartford Business Men's Association: I thank you for this cordial and generous reception. I would indeed not be human if my heart was not touched by this demonstration that you have made to-night, which shows me that you honor and respect your guest.

"This is a different reception from what I received twenty-seven years ago when I came down here, mounted a bicycle at the station, asked for the office of the Weed Sewing Machine Co. and was directed to a place up Main street, which turned out to be the retail office. Along the street I rode, followed by hundreds of boys. Faces were at the windows looking at that odd object on a wheel. Then on I rode through what is now Capitol avenue, to the factory now owned by the Pope Manufacturing Co., where I was received by my old friend who sits in front of me, whom I did not know at that time, but I now know him and have known him favorably for these twenty-seven years, Mr. George A. Fairfield. He, conservative business man that he was then and is now, thought perhaps he might take the chances to make fifty bicycles—so he took the contract to make fifty. Last year the company of which I am now the head sold 350,000. Then nobody wanted bicycles and nobody knew anything about bicycles; nobody knew how to make material to make bicycles. The best Mr. Fairfield could do was to get gaspipe for the backbone, which finally broke. Now we have learned how to make them.

THE STORY OF SUCCESS.

"You perhaps wonder why it was that out of nothing, almost, the great business was created. You may like to know the reason why we succeeded. First, I tried to gather round me honest, faithful young men. I tried to train them out of my own experience, which began when I was nine years of age, working on a farm, before school, after school and in vacations. During three years I bought vegetables of the farmers and sold them to the neighbors. The next four years I worked in a store in Boston, walking five miles each way to save 8 cents carfare, carrying what I had to eat in my pocket and going sometimes a week without meat. I was not strong because I had not food enough to sustain my body. I was doing the work that men do now—carrying

bales of thread on my back that weighed 100 pounds, washing the windows on three streets, shovelling the sidewalks in the winter months and carrying three or four bushels of pegs at a time for half a mile. My employer thought it was good for a boy to work, and to work hard, and perhaps it was.

"When the war broke out I began to study the tactics to prepare myself for an officer. I was ambitious. In a year I went, and finally I came to the command of a regiment. The proudest moment of my life that I have ever had, or I think I ever will have, was before I was 22 years of age to ride at the head of my regiment into Petersburg. Then with \$900 that I had saved up I began business at 22 years of age and bought and sold \$100,000 worth of goods the first year, and never failed to pay on the day a bill was due. My employer offered to take me back at \$7 a week, and I went back and stayed six weeks. Then he wanted to give me \$10 when he found out I was going to leave. I said I was going to make more than \$10 or I would lose what I had. 'Many a man,' he said, 'in business don't make \$10 a week.' I have seen the time in my life when I have made more money in a single year than he and all his partners and all his clerks, and he is 80 years old now, ever made in an entire lifetime.

NEVER HAD A STRIKE.

"With that training and discipline which teaches one to do things quickly and promptly and on time, I went into business and tried to impart it to the young men about me. It has been said, and said rightly, if a man is a Pope man and has been trained in a Pope institution, that is all you want to know. I point you to the Pope men, and I challenge you to find anywhere in this country the superior of those men in business training.

"Now, another thing. It seemed to me that the man at the head of a business should treat his men as he would like to be treated himself. I began business at 22 and I am now 60—thirty-eight years—and I have never had 2 per cent of my employes in my life that ever asked me to raise their pay. I never had a contract with a single employe in my life. There is not one that cannot go to-morrow morning. I hold them because of mutual interest, and I mean to treat them as well as I know how, not only clerks, but other employes. In all my experience I have never had a strike, and I had 3,700 men when I foolishly went out of business.

POPE MOTTOES.

"Now the motto that we put up in our factory, the motto that I have had for years, is: 'One for all and all for one.' Another motto I have is: 'Men, not things.' When men say to me, the bicycle business is dead and cannot be revived, what do I care whether it can be revived or not? Is there nothing else to do in a great machine shop but make bicycles? Well, wait and see. We shall judge the future by the past. We have 500 men at work in that Columbia fac-

tory. I shan't be satisfied until there is a man at every machine and every bench. When we will get them there I don't know, but we will get them there just as fast as we can, and you will begin to see men going into that factory to stay. We will try to build up this great industry. These factories are scattered all over the country—in the East near Springfield, to the West at Milwaukee, on the south at Hagerstown and on the north at Cleveland. There are fourteen great factories now, some of them running full, some partially full, but we shall not be satisfied until they all run full. But my first love is to this factory in Hartford. It bears my name. We will endeavor to make that as big as it ever was, and we hope to make it bigger.

ALBERT POPE VICE-PRESIDENT.

"I am glad to look into your faces. I have never had the opportunity before of looking into the faces of so many business men in Hartford. I have been accustomed in years gone by to direct the business from Boston, and to come down one day in the week, go to the factory and keep the young men up till midnight, then go to my bed in my room in the factory and back to Boston the next day. I cannot come here often, but I can direct the business from the city of New York. We have men that we have trained. Here is a boy on my extreme right. He has had twenty years of schooling in the Pope school, and is a Pope man from the bottom of his feet to the top of his head. I don't have to give him instructions—only general directions, and that is what we mean by saying a man is a Pope man. There is coming back into this business another man that used to be here. I am proud of him, even though he is my own son. He comes back as the vice-president, and some day when I begin to get old and feeble he will take my place. I shan't let go the helm as long as I am able to hold the tiller.

"I wasn't happy during those three years, but I am happy now. If there are any bank men here I will tell them we have got money enough to do business. When we want money, and I hope we shall, for I hope we shall do business enough to want it, I believe it will be just as it used to be during the last ten years of our business. I sat in my chair and said to my private secretary over there, 'Telephone some bank I want a hundred thousand dollars.' 'What bank?' 'Any, I don't care.' Back would come the answer, 'Yes, we have got it; you can have it.' And then, 'It isn't enough; take a little more; you can have \$200,000.' One bank president said to me, 'Come, you are a wholesaler; take \$500,000. I will lend it to you on your own credit all in one lump.' That is the position that the Pope Manufacturing Company used to be in, and it is the position that the present Pope Manufacturing Co. is in. I would not be at the head of any other concern.

"You may like to know about the business, and I would just as lief tell you. When I was in active business they used to ask, 'How much do bicycles cost, and how

much do you make?' They never found out. There were not more than two or three in the concern that knew; many guessed. We paid the original amount of money we put in the business over and over hundreds of times, and one year, when we spent \$500,000 in advertising, the balance to profit and loss was \$1,470,000. Yet we had been told in the beginning that the bicycle was only a toy, was of no use, and nothing could ever be made out of it.

WORKING ON NEW MOTOR CAR.

"Gentlemen, let me tell you that the automobile is as much bigger than the bicycle as it weighs more than the bicycle. The day is coming when you lovers of the horse won't see him in our streets. Horses have got to go, just the same as they went from the streetcar. Would anybody have thought that streetcars could be run without horses? A little boy came down to New York a few months ago to spend a few days with our new manager, who said to him, 'What have you seen here that interests you more than anything else?' 'Why, I have seen streetcars drawn by horses.' The day is coming, and you ought to thank the Lord three times a day for this, when horses will be excluded from our streets, when the filth and disease that horses bring in will be eliminated—and they bring in more than half of all the filth and disease that comes into our cities. The horses' hoofs tear up 85 per cent of the roadbed, and the Mayor will find that he can keep the streets in repair for one-fifth of what they cost now. You will find that you can transport your goods much cheaper by motive power than you can by animal power. That business is started here. I have no control over that now, although I have some interest in it. We have an automobile business that we are going to start—the model is almost done—in the Columbia factory.

WILL MAKE CASH REGISTERS.

"To-day there was a contract signed to give us business in the Columbia factory in making a cash register that will surprise you and everybody else. They are to be sold, thousands of them are sold already, at \$500 apiece. We don't get that for making them, but we get what is fair and satisfactory. The cashier can put into it a \$10 bill, and if the amount purchased is \$2.40 it will indicate it and return the exact change without mistake. Every drygoods store in this country must have it. That is what we are going to put into the Columbia factory. We expect to fill the factory with business and have another thousand men, well paid, to buy goods of the merchants that I see before me.

"I won't weary you any longer. I have told you enough secrets of the trade, but I shan't tell you how much we make till I am out of the business again. We have an advertising doctor right over there who knows more about advertising than any one else. I brought him up. We shall let people know that we have something to sell. Gentlemen, I thank you for listening to me so

patiently, and I will tell you another motto which I have, and I will close by giving you that sentiment. It is this: 'I will wish to do good to all men; I will do good to many men; I will do wilful injury to no man.'

Colonel Pope's reference to George A. Fairfield was received with applause, and three cheers were given for Mr. Fairfield at the suggestion of ex-Mayor Harbison. Charles E. Walker was also remembered in the same way. The speaker's reference to the time when he would be old and feeble was greeted with cries of "Never!"

LOVING CUP PRESENTED.

President Hewes, when Colonel Pope had finished, introduced the Hon. Joseph L. Barbour as toastmaster, who presented a loving cup to Colonel Pope on behalf of the Hartford Business Men's Association. It is a cup of heavy sterling silver, about fourteen inches in height and eight inches in its largest diameter. It has three handles, and is ornamented with a design of daisies and lilies of the valley. On one side of its three faces is engraved, "Presented to Colonel Albert A. Pope by the Hartford Business Men's Association. July 2, 1903."

The two other faces bear the monograms of Colonel Pope and the Business Men's Association.

In accepting the cup Colonel Pope said:

"Mr. Toastmaster and Gentlemen: Again I thank you. My cup was full before; it is more than full now. This token of your love and friendship is more than I expected. I receive it, sir, in the spirit in which you have offered it to me, and I trust I shall ever be worthy of the gift."

The entire company then sang the following verse, entitled "Captain of Industry," to the music of "In the Good Old Summer Time":

In the good old summer time,
In the good old summer time,
We'll ride Columbia wheels again,
Prosperity will smile.
Our factory's fame again will boom—
With increased renown,
Now that our captain's with us,
For Pope's come back to town.

Other speakers were Robert L. Winkley, Governor Chamberlain, Mayor Sullivan, Arthur L. Garford, the Rev. R. H. Potter, the Hon. Maro G. Chapman, former Mayor Miles B. Preston, Nathaniel C. Fowler, jr., and the Rev. George H. Ferris.

Besides the main table for the guest of honor and speaker, there were thirty-five small tables, at each of which sat six diners.

Walthour Has Tire Trouble.

Fifteen hundred people saw the sport at the night races held at the Washington Coliseum on July 1. The star event was a five-mile motor-paced race in heats. Tom Butler and Walthour came together in the first trial, Walthour leading all the way and winning by half a lap in 6:46 3-5. Heat two was a victory for Nat Butler over George Leander; the time 7:11. In the final Walthour was killed off by two tire punctures, the first at one mile and the second at the fourth mile, leaving Butler to finish easily and alone in 6:42.

ANOTHER FOR WALTHOUR

Bobby Wins Three-Cornered Event at Baltimore—His Best Time 1:18.

The National Paced Circuit meet race was the big feature of the cycle racing at the Harford Avenue Coliseum, in Baltimore, on July 2, and Bobby Walthour was the winner. The attendance was large and enthusiastic. In the three cornered event Walthour was paced by Charles Turville. Nat Butler, the runner-up, had W. Saunders ahead of him, and Howard Freeman, the third man in the contest, was paced by Albert Champion. Frank I. Clarke officiated as starter in the absence of Howard A. French, the regular starter. By consent the riders were given a standing start. Walthour outrode the others from start to finish, and made his last mile in the final the fastest of the race, doing it in 1:18. He was in excellent form.

Walthour and Freeman drew the numbers for the first heat. Each caught pace at the end of half a lap, Freeman having the lead. Walthour soon passed him, and simply rode away, lapping his opponent twice in the second mile and winning the heat by three and a half laps, or more than half a mile. Time, 6:55.

In the second heat Butler beat Freeman easily. He caught the pace first after going three-fourths of a lap, and had then a lead of sixty yards, which he increased to half a lap in the first mile. Early in the second mile Freeman lost his pace through Champion's motorcycle going wrong. The roller of the machine dropped on the wheel and Freeman was left without a pacemaker. He finished the heat unpaced, Butler winning as he pleased in 8:27 4-5.

In the final Walthour and Butler caught pace about the same time, with Walthour in the lead. Butler lost his pace in the fifth lap, and Walthour passed him, gaining another half lap in the second mile. Walthour won by one and three-quarter laps. Time, 6:47 1-5.

A half-mile novice race was also on the card, the first two men in each heat to qualify. Ray Thomas won the first heat in 1:10 4-5, with Frank C. Fertita second and F. Flynn third. The second heat was won by Albert Beaver in 1:13 4-5, H. Deering finishing second and Jake Tannebaum third. In the third heat Howart Wilt was first in 1:13, with John Hidik second and William Smith third. Ray Thomas won the final in 1:10 4-5. Howard Wilt was second and Frank C. Fertita third.

Robert French rode his Red Indian, 1 1/4 horsepower motor, an exhibition mile in 1:23 4-5, and did it with comparative ease. The record for this power motor was, according to Manager F. Frank Eline, 1:25 1/2, made by W. Kent in July, 1901, on this track.

De Guichard Wins Fifteen-Mile Race.

Basil De Guichard, the French pace follower, won in the fifteen-mile motor paced championship contest at Charles River Park, Boston, on June 30, but was followed closely by Gus Lawson, who made a plucky run from the eighth mile behind a motor which lost speed through the flattening of the rear tire. Lawson was beaten by only about two-thirds of a lap. Hunter, his pacemaker, kept him in close touch with the victor throughout, and it was considered remarkable that both pacemaker and contestant were not thrown. Bennie Munroe, the other contestant, was not in good form, and finished six laps behind De Guichard. Lawson was the leader for the first three miles, which he made in 3:48 1-5. De Guichard got the lead in the fourth mile, and held it to the end, winning in 19:16 1-5.

The half-mile open, for amateurs, was won by Marcus Hurley, with W. G. Holbrook sec-



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

ond, C. L. Hollister third and J. J. McKinnon fourth. Hurley's time, 1:05 4-5.

Hurley failed to get into the finals of the mile handicap for amateurs, and the Welsing brothers, from New York, were equally unfortunate. Following is the summary:

Mile handicap, amateur—Won by J. J. McKinnon (35), C. L. Hollister (20) second, Vic Lawson (90) third, H. A. Barry (120) fourth and L. A. Stoughton (50) fourth. Time—2:06 4-5.

Circuit Race Off.

It has been practically decided by the paced circuit committee of the N. C. A. to call off the circuit. The dissatisfaction of some of the riders and track managers with the circuit was the primary cause of the step. The riders and managers will be allowed to go it on their own hook for a time now, as of old, and see how things go. The committee will continue in existence with power, and retain the privilege of re-establishing the circuit later in the season.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

RACING AT BELLEVILLE

Sunday Contests on the Hillside Track—Big Attendance and no Interference.

Propitious weather and freedom from interference with the sports of the day enabled a large crowd to enjoy the races held last Sunday by the National Cycling Association on the Hillside track at Belleville, N. J. Saxon Williams distinguished himself in the five-mile handicap, starting from the 250-yard mark and taking the lead, after Dolbear had taken two lap prizes and Ambruster one. Maintaining his lead, he won eleven lap prizes and the race. Kramer and Fenn, the scratch men, were teamed for the race, Kramer dropping out after doing most of the pacing. Amateur Champion Hurley won the one-mile open event cleverly. The track is of the old dirt kind, and the going was rough. The summaries:

One-third mile (novice)—Won by James B. Ryall, Rutherford; David Mackay, Newark, second; Alfred Amhurst, Newark, third. Time, 0:49.

One-mile amateur (open)—Won by Marcus Hurley, New York Athletic Club; Teddy Billinger, B. V. W., Newark, second; Elias Sindle, Dundee Lake, N. J., third; Charles Schlee, W. T. V., Newark, fourth. Time, 0:20 3-5.

One-third mile (professional)—Won by W. S. Fenn; Frank Kramer, second; Charles Hadfield, third; Edward Armbruster, fourth. Time, 0:41.

Five mile (professional, handicap)—Won by Saxon Williams (250 yards); W. S. Fenn (scratch), second; G. C. Schreiber (100 yards), third; Menus Bedell (150 yards), fourth. Time, 12:19 3-5.

Two mile (amateur, handicap)—Won by O. B. Schwab, New York (240 yards); David Mackay, Newark (240 yards), second; E. Rupprecht, B. V. W., Newark (180 yards), third; G. Perdin, Brooklyn (210 yards), fourth. Time, 4:49.

Fifteen World's Records Broken.

Bobby Walthour was in record breaking form at Charles River Park, Boston, on Tuesday night, and in a fifteen-mile motor paced race with George Leander and Basil de Guichard he broke all world's records from one to fifteen miles, inclusive. He won the race in 17:29 1-5, the previous record for the distance being 18:00 1-5. His first mile in the race was made in 1:12 2-5, the first five miles in 5:55 2-5 and ten miles in 12:55.

Albert Champion, in an exhibition ride against time on a 14 horsepower motorcycle, made the distance in 1:03. Joe Nelson rode a mile behind pace against 1:10 2-5, which was Walthour's time in the race at Pittsburgh, and negotiated the distance in 1:09 4-5.

The half-mile novice was won by C. Connelly; Joe Kerney, second. Time—1:05 2-5.

The ten-mile open amateur was won by Marcus Hurley, New York; W. J. Potter, second; Adam Byerman, third. Time—23:30 3-5.

Results at Garfield Park.

The two most exciting events at the annual bicycle meet of the Century Road Club of America, on the Garfield Park track, Chicago, last Saturday, were the two motor races at five and twenty-five miles. A field of fourteen faced the starter in the twenty-five mile race. Another event which brought out a number of contenders was the one-mile handicap, in which seventeen started. The summaries:

One-half mile race for novices—Charles Spens, first; George Graham, second; Ollie Josephson, third. Time, 1:11.

One-mile handicap race—Ervin Seigel (40 yards), first; Otto Jacoby (60), second; H. Hultgren (scratch), third. Time, 2:08 2-5.

Three-mile handicap race—Fred Herbst (scratch), first; Joe Kasid (50), second; Otto Jacoby (100), third. Time, 8:29.

Five-mile race against time—Alex Petersen. Time, 12:52.

Five-mile handicap race—Fred Herbst (scratch), first; Otto Jacoby (10), second; H. Hultgren (scratch), third. Time, 14:00.

Five-mile motorcycle race—J. C. Tinkham (30 seconds), first; A. A. Hanson (scratch), second; John Clark (20 seconds), third. Time, 6:48 2-5.

Twenty-five mile motor race—Won by John Clark (10 seconds); J. C. Tinkham (3:05), second; A. A. Hansen (scratch), third. Time, 36:35.

Six Days at Pittsburg.

Sixteen riders paired off in teams started in the six-day cycle race in the Colosseum at Pittsburg, Pa., which ended on the night of July 1 with a victory for Frank Kramer. The men were paired in the manner following: Iver Lawson, champion of Australia, and Eddie Root of Boston; John King of Newark and Floyd Krebs, winner of the six-day race in New York; Frank Kramer, short distance champion of America, and Willie Fenn, five and ten mile champion; Floyd McFarland, known as the handicap king, and George Schrieber of New York; Charles Hadfield of Newark, winner of the six-day race at Providence, and Saxon Williams of New Haven; John Bedell and Menus Bedell of New York; Walter Bargett of Buffalo and Frank Galvin of Hartford; L. R. Lake of Boston and C. Armbuster of New York.

The finish was an exciting one, as it was a great fight for victory, the result meaning a trip to Australia for the three fastest riders and an opportunity to compete in the fall event there next year. The leading men at the finish were Kramer, Lawson, Bargett, J. Bedell, Schrieber and Lake, in the order as named. Each team covered 284 miles. A purse of \$2,500 was divided, Kramer taking 30 per cent.

Hedstrom Takes a Race From Rouden.

At Baltimore, on the Fourth, the five-mile motorcycle handicap was won by Robert French, starting from scratch, with James Wooden second. French also gave an exhibition mile in 1:23 4-5.

Harry Rogers Wins Ten-Mile Race.

A ten-mile motorcycle race was the feature of the bicycle races held at Trenton on the Fourth. It was won by Harry Rogers on a 4 horsepower Orient. J. P. Thoman (Indian) was second and Fred Cook (Indian) third. Time, 16:56 2-3. The fastest mile was made in 1:25.

James A. Scott of Jersey City won a half-mile open, pedalling through a large field. D. J. Quille of Bayonne won a one-mile handicap, Scott coming in second and G. Perder of Trenton third. Time, 2:06. The races were held at the Trenton Driving Park, under the auspices of the E. L. Kerns Association.

Kramer Has Revenge.

Frank Kramer won the ten-mile national championship at the Velodrome in Hartford, Conn., Thursday night, making the ten miles in 23:17. W. S. Fenn was second, Iver Lawson third and John Bedell fourth. Floyd Krebs of Newark led at the tape for four miles. Kramer did not do any speeding until the last three laps of the tenth mile. Fenn got the jump on the bunch and led until the last turn, when Kramer beat him out by a length. Walter Bargett of Buffalo won the half-mile handicap from the forty-yard mark. Menus Bedell of Lynbrook, L. I. (50), was second and Krebs third. Time, 1:04 3-5. There were about 3,000 spectators present.

Robert French a Winner at Baltimore.

At Hartford, on July 2, Oscar Hedstrom competed in the two-mile motorcycle heat race, best two out of three, against Rouden. Hedstrom won the first two heats and the race in 2:49 and 2:42. In the last heat Rouden was twenty yards behind, while in the first one he was distanced.

Wyman's Own Story

OF HIS

Wonderful Motorcycle Ride

SAN FRANCISCO

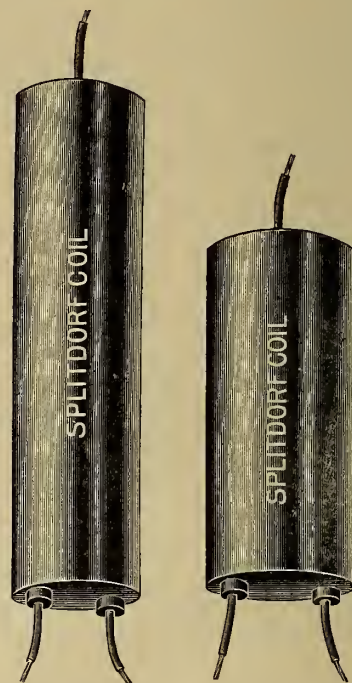
TO NEW YORK

*Illustrated.***THE GREAT
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RUN**New York — Worcester — New York
396 MILES*Illustrated.***IN THE
Motorcycle Magazine**

NUMBER 2—OUT JULY 15

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THE INDIAN MOTORCYCLE AGAIN DEMONSTRATES THAT IT IS THE FASTEST AND MOST RELIABLE MOTORCYCLE IN THE WORLD

Geo. M. Hendee on an INDIAN covered 394 miles from New York to Worcester and return in the Motorcycle Endurance Contest with a perfect score—

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Geo. E. Pieper, of Brooklyn, N. Y., on an INDIAN scored 1,000 points, winning a Silver Medal.

Geo. N. Holden, of Springfield, Mass., on an INDIAN rode 394 miles from New York to Worcester and return in 19 hours 57 minutes actual riding time averaging 19.7 miles per hour.

Mrs. Eva M. Rogers, of Schenectady, N. Y., on an INDIAN rode from New York to Meriden, Conn.—which is the first century covered by a woman motorcyclist.

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and we are prepared to prove it at any time.

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HENDEE MFG. CO. = Springfield, Mass.

STYLE IN CYCLING

Its Elusiveness Dwelt Upon by French Writer—Some Horrible Examples.

A man with a bad style may ride a bicycle well in spite of that fact. But most assuredly he would do still better if he had acquired a good style; and equally beyond dispute is it that no man with a bad style ever reached the topmost rank in the long and varied history of cycling. The Rowes and Hendees of the high wheel, the Zimmermans and Windles of the early safety days, no less than the Taylors and Kramers of the present era, were models of style, and it was a delight to watch their leg and body action while working up their sprints or dashing into the stretch in the last hundred yards. They moved like pieces of wonderful machinery, no single ounce of effort wasted, no unnecessary or ungraceful movement made.

It is this wonderful thing, style, that has impelled a Frenchman, M. Paul Hamelle, to write a series of articles, the first instalment of which has appeared in the *Revue du Touring Club de France*, on "Style in Cycling." The task has been essayed before, Messrs. R. J. Macredy and G. L. Hillier being prominent laborers in the field; but M. Hamelle seems disposed to treat the subject in a more popular manner than has yet been attempted. The appended extracts are interesting:

"Amid a rattle of old iron, on a nameless and unnameable machine, with grating wheels, comes the errand boy, loaded with parcels, painfully pounding along to his destination: he has no style, and he makes no pretence to any. Then comes a young lady, skirts too long or too short, a color scheme on a hired machine, a thought too heavy and an age too antique; she learned to mount a week ago at a riding school: her style? Don't mention it! Nor that of the matronly person, her mother or her governess, who escorts her from a sense of duty, which reaps no reward of enjoyment; she perspires, she puffs, her bicycle groans and pleads for mercy. Why this good lady isn't comfortably seated between the two wheels of a tricycle is a mystery, unless it is because they don't make tricycles nowadays, even for those who have passed the double limit of seventeen stone and fifty years. The matron exhibits as much style as she can manage, no more.

"Now look at this other type, the curve of his spine, the remarkable ratio between his chain wheel, the absence of any brake, gear case or mud guard, the abstracted and pre-occupied stare he fixes on the road, which more than his speed (not so outrageous, after all) proclaim the pseudo-scorcher (not to be confounded with the real scorcher, a much maligned type of rider); the pseudo-scorcher is not entirely destitute of style, but it is style in the wrong place, and not good style

at that. Mark his antithesis! Perched up at a ridiculous altitude, with white gloves, carefully oiled as to the hair, immaculately attired in breeches and boots (instinctively one looks for a riding whip); generally young, he moves like an automaton: chest thrown well back, as a mute protest against the recumbent attitude of the speed merchant, for whom he has a sublime contempt, and against whom everything about him protests, his riding boots, his horsey rig, his mud guards, his brakes, his blaze of immaculate enamel, his glittering nickel, the exaggerated air of caution with which he crawls along a road void of obstacle. Pass on, oh snob on wheels! Your style is not ours.

"Let us rather admire the harmonious couple, the man firmly seated on his saddle, neither too high nor too low, chest inclined slightly forward, the woman lightly poised at a corresponding angle, her trim ankles clear of a skirt that is neither too long nor too short; watch them as they glide by with an easy rhythmic grace, plying the light machine, which seems to fly under them. At last, here is a couple which has some style: brief vision! the sea of cycling horrors which vex or amuse our sight rolls on in a monotonous and never ending flow!

"And now approaches an angular form, in shape like an obelisk, feminine one would like to believe, for a skirt without a fold falls over the pedal, which is hidden by the point of a generous foot; it is an English lady on tour. Now, she has got some style, plenty of style, too much style, so much that I ask myself whether too much style is not worse than no style at all.

"One could more readily say what it is not than what style is: it does not consist in natural grace, nor in an athletic form, though these are far from being a hindrance to it; it does not consist in attitude or pose, at least not altogether; good style implies a correct position, but a correct position does not necessarily imply good style, since position is merely one of the many conditions of style. Neither is good style a necessary result of a well shaped form, although this latter influences the style powerfully, and style improves in proportion as form develops. Style is rather the resultant of all these and other conditions.

"And in cycling, as in all other games and sports, the personal element enters into a man's style, and gives it a distinctive characteristic, which explains what is meant by saying that good style in cycling has innumerable variations: cycling champions of all ages and nations have acquired the true cycling style, but each of them has had an individual touch of his own which, once recognized, cannot be mistaken."

Motorcycles Popular in Worcester.

There are now twenty-five or thirty motorcyclists in the city of Worcester, Mass., and a more enthusiastic lot of riders it would be hard to find. Such oldtime riders and dealers as Lud C. Havener and Lincoln Holland have had much to do with bringing the movement to its present stage.

A MOTORCYCLE THOUSAND

British Club Plans an Elaborate Series of Trials—August Date Selected.

As showing the great growth of motorcycling in England the elaborate Thousand Miles Trials for Reliability of Motorcycles planned to be held from August 10 to 22 is noteworthy. The trials are promoted by the new Auto-cycle Club, and the programme calls for a series of runs starting from London and going to points within seventy miles of that city, returning to the Crystal Palace each night.

A partial list of the routes has been worked out as follows:

| Routes— | Miles. |
|--|--------|
| Tuesday, August 11.—To Canterbury and back via Maidstone and Sittingbourne | 115 |
| Wednesday, August 12.—To Brighton and back via Westerham Hill, Uckfield and Lewes | 113 |
| Thursday, August 13.—To Worthing and back via Leatherhead, Dorking and Horsham | 111 |
| Friday, August 14.—To Eastbourne and back via Riverhead, Tunbridge and Hailsham | 122 |
| Saturday, August 15.—Rest. | |
| Sunday, August 16.—Rest. | |
| Monday, August 17.—To Folkestone and back via Maidstone and Ashford | 136 |
| Tuesday, August 18.—To Brighton and back via Redhill and Handcross | 86 |
| Wednesday, August 19.—To Basingstoke and back via Leatherhead, Guildford and Alton | 118½ |
| Thursday, August 20.—To Eastbourne and back via Riverhead, Tunbridge and Hailsham | 122 |
| Friday, August 21.—To Worthing and back via Leatherhead, Dorking and Horsham | 111 |

Total 1,034½
Saturday, August 22—Speed trials on Crystal Palace track.

There will be two classes, one for the trade and the other for private owners. Only one machine of any particular type and horsepower shall be entered by a manufacturer or agent, and not more than three bicycles of different types may be entered by the same maker, or six if three of them carry a passenger. There will be no special prizes, but certificates will be awarded according to the performances of the respective machines. The awards will be made by adding together the marks given for reliability, weight, brakes, convenience and accessibility, silence, speed on track, finish and appearance before and after trials, and cheapness. The machines will not be under observation during the whole period, but they will be required to traverse sections of about ten miles long with definite limits of speed, and marks will be deducted for any excess of these limits.

Dairy Wheelmen Organize.

Richmond, Va., has a new cycle club, the Dairy Wheelmen, composed of some of the residents of Church Hill. The members will take little tours on Saturday afternoons throughout the season.

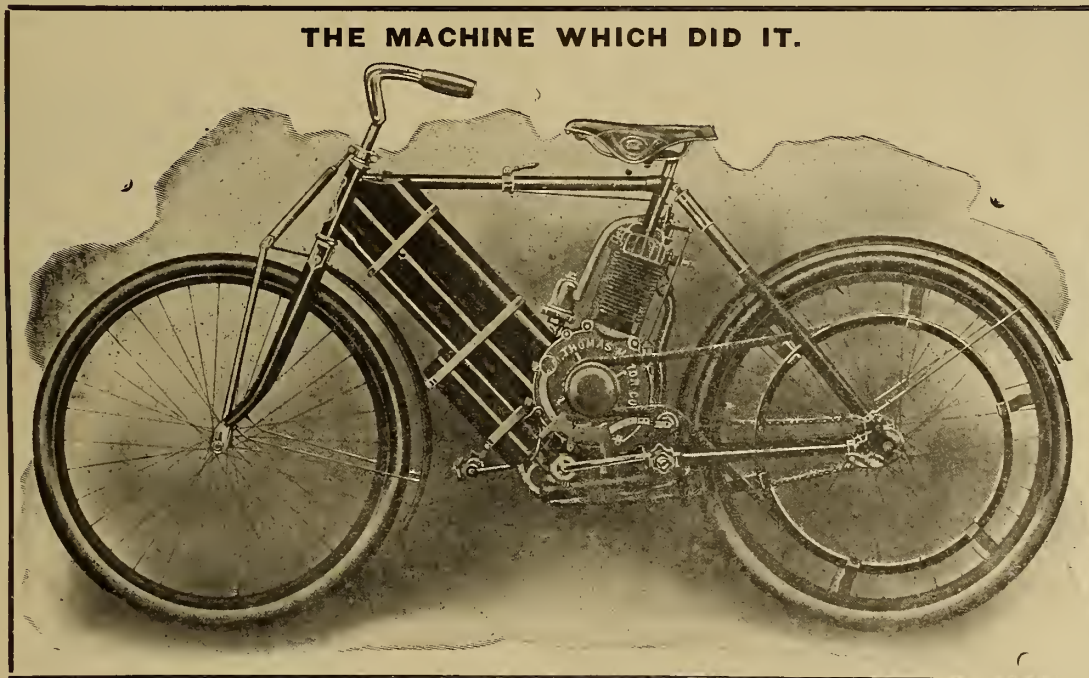
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CYCLE TARIFFS AGAIN

British Maker Discusses Chamberlain Plan and Hits at America's Big Duty.

Although England's bicycle imports are dwindling and her exports steadily increasing, a very comforting situation, her makers still take a keen interest in the tariff question. The preferential tariff advocated by Joseph Chamberlain would enable this class to "get back" at American and European competitors who have had the advantage of big duties, and it is not altogether surprising that some of them, at least, favor it.

In the current *Cyclist* appears an interview with William Priest, the head of the well known Quadrant Cycle Co., and chairman of the Birmingham Chamber of Commerce Tariffs Committee. As a one-time very large exporter of bicycles to this and other countries, he is well qualified to speak on the subject, and while he falls into the usual British flings at "American trash" and the usual error of ascribing the decline of trade with America to the McKinley tariff, the interview is timely and interesting.

"In order fully to understand this question it is necessary to consider first how our present system of free imports has affected the cycle trade. Going back to 1860, the Coventry people will remember the disastrous results when the first French treaty came into operation. In the course of a few years they turned to the new industry of cycle making, and for a while supplied the home market and the world at large.

"Taking the case of France, the Treaty was renewed in 1870 for ten years, but in 1880 the French refused to continue because we were giving free imports to all the world, and could give them no advantage; while, on the other hand, they would be at liberty to do what they liked in respect to their own tariffs. An excellent trade was done there by British manufacturers for many years until the duty was raised from 120 francs to 220 francs per hundred kilogrammes. The effect of that was to drive the whole of the English manufacturers out of France, with great loss, and practically no trade is done in cycles now with that country.

"In the case of the United States a magnificent trade was done there until the year 1890, when by the McKinley tariff the duty was raised from 35 per cent to 45 per cent ad valorem. From this market also within three years the British manufacturers were driven with heavy loss.

"Now for the import side of the question. When the cycle trade took a great leap forward in 1896 by the accession of ladies to the ranks of cyclists, our open market offered great temptation to the Americans, with the consequence that in the two years of 1897 and 1898 cycles to the value of nearly £900,000 were received and used in this country, and, as they were cheap machines, they probably replaced double that value of English cycles. The consequence was that the

earning capacity of the British factories was reduced, and it was estimated by the newspapers of the day that the fall in the value of cycle investments was £12,000,000, so that every American bicycle imported here cost the investing public £100 apiece or more. It should be added that a vast amount of surplus cycles from the States were dumped down in our colonies at the same time, and, being low priced, paid a lower proportion of duties, thus displacing again British goods. If the American bicycle had been equal in quality to the English, the British bicycle trade would have been absolutely ruined by the sale of these surplus products at an unnaturally low price.

"At the present time we are importing from the Continent large quantities of motor cars and motor cycles, all free of duty, while our goods, if sent there, would pay very high duties. If these continental motor vehicles were reasonably taxed by a tariff, we should either import a less quantity, thus employing British labor, or the foreigners would contribute to the taxation of this country.

"Now, for Mr. Chamberlain's policy. His great object is to find fuller employment for English labor and capital. If we make here goods which we are now importing, and keep our factories going full time, instead of, as in the cycle trade, practically half time, the cost of manufacture would be so reduced that cycles could be sold probably 10 per cent cheaper than at present, and our workpeople would be benefited by continuous employment. This additional trade, 'so badly wanted,' may be obtained by putting a reasonable tax on various goods imported here, and by our obtaining an advantage of a 50 per cent reduction on the duties in our colonies, while our foreign competitors would have to pay full duties.

"It is also to be borne in mind that, as the proposed import duties here would operate in the same manner, to the benefit of all manufacturing industries, we should not have so many people in other lines of business, who are short of trade, so anxious to enter the cycle trade as they were before in the period of its prosperity; and it is even probable, supposing production should continue in excess of the demand, that some of our cycle factories could turn to other industries in which the reverse would be the case. Preferential duties in favor of the colonies would encourage emigration to our colonies. This is important, because every colonial buys from us about twenty or twenty-five times as much as the foreigner who competes with us."

Providence Motorcyclists Organize.

The Providence Motor Cycle Club has been organized at Providence, R. I., with a membership of twenty-five, and a number of applications for admission. The officers elected are to serve until September next, and are: President, E. M. Woodruff; vice-president, B. A. Swenson; secretary, Ernest L. Thompson; treasurer, William A. Suddard; membership committee, F. L. Snow, B. A. Swenson and H. G. Baxter.

A committee, consisting of W. A. Suddard, W. H. Bartham and H. E. Durfee, has charge of the matter of drawing up a set of bylaws.

MAYBAUM'S MEANDERINGS

Vailsburg's Czar Assumes Power of Absolute Monarch as Regards Racing.

The Mayor of Vailsburg, N. J.—Maybaum—the place where the track is, has fairly good grounds for libel suits, both civil and criminal, against a half score of newspapers in New Jersey. These papers report that Mayor Maybaum, who has stopped Sunday cycle racing at Vailsburg, "believes that sport is worse than horse racing." It is the plain intent to charge the Mayor with believing that horse racing is fraught with evil, and that cycle racing is the distilled essence of all that is bad, and is the chosen instrument of the devil for purging fresh souls with guilt. Such a charge is, of course, aimed at the Mayor's intelligence, and is tantamount to charging him with idiocy, and, of course, a charge of idiocy is amply sufficient ground for a libel suit. It is scarcely believable, however, that the worthy Maybaum cherishes such views. It is more probable that the Mayor is simply suffering from one of those moral spasms which occasionally attack men in high place. This will, as such things do, soon run its course, the Mayor of Vailsburg will again be normal, and once more the Vailsburg welkin will echo the shouts of victory and the groans of defeat.

Austrian Motorcycle Trials Planned.

The motorcyclists' section of the Austrian Touring Club is arranging a series of reliability trials. The length of the route is 1,000 kilometres, to be accomplished in a period of five days, with Vienna as permanent starting place. The daily tour will invariably be ridden over new roads, and a controlling station erected at intervals of 10 kilometres. The controls must be reached by every competitor in a given time; should he arrive too early he will be compelled to wait in the control till his time is up; if too late, a mark will be deducted for every minute of delay. The competition, which promises to be very interesting, is open only to manufacturing firms, and will presumably be very hotly contested. No date has as yet been definitely decided upon, but the trials are booked to take place some time during the month of August.

No Objection to his Color.

I see that the impression obtains in the United States that the treatment of "Major" Taylor in Australia is because of his color. This is not so, however. While he did not get fair treatment from the riders, it was because he would not "save" with any of the riders, or pool the stake should he win it. If he was successful he won it all for himself. When, therefore, he was in company with a certain clique of riders in any handicap race, unless they thought they had a fair chance of beating him, either by fair or unfair means, they would not do their share of pacing, preferring rather to lose without trying than to attempt to win and be beaten by Taylor, says the *Bicycle World's* Australian correspondent.

Providence Motorcyclists' Outing.

A successful motor cycle run from Providence, R. I., to Rocky Point was held a few days ago and was participated in by about fifty motor cycles, representing nearly a dozen makers. It was the first regularly organized run held in Providence, and in addition to local riders there were a number from Fall River, Worcester, Newport and Pawtucket. The motor cycles varied in power from $1\frac{1}{4}$ to $6\frac{1}{4}$ horsepower. The run to Rocky Point, about fifteen miles, was made in about one hour.

The day at Rocky Point was passed in enjoyable pastimes, including a hill-climbing contest. The course was a quarter of a mile, up a 10 per cent grade, taken with a flying start. The contestants were divided into classes according to the horsepower of the motors. Following is the summary of the contest: One and a quarter horsepower—E. Barry finished in best time, but was disqualified for pedalling. One and three-quarter horsepower—First, W. A. Roberts; time, 0:31 2-5; second, Phil. Bedard; third, G. Greenleaf. Two horsepower—First, W. A. Bartlam; time, 0:39 4-5. Two and a quarter horsepower—First, E. L. Thompson; time, 0:44; second, J. T. Platt; third, Charles Landry. Two and three-quarter horsepower—Fred Godfrey; time, 0:36 4-5. Three horse-

power—First, E. W. Woodruff; time, 0:36 4-5; second, J. Myers; third, P. S. Wilbur. Four horsepower—First, Louis F. Nock; time, 0:33 2-5. Timers—W. A. Suddard, Charles Broadbent and L. F. Clark, of the Chronograph Club. Judges—B. A. Swenson, E. L. Thompson, Fred Bedard, Fred Godfrey and Charles Broadbent. Referees—W. D. Wilmot, of Fall River, and H. G. Baxter.

The return trip was made late in the afternoon, and all the participants were so well pleased that similar runs will probably be frequent during the season.

Motorcyclist and Dog.

A recent collision at Hartford, Conn., between a motor bicycle owned by E. B. Case and a little black dog owned by William H. Adams, of High street, is likely to make some business for the lawyers. Case was injured and his machine damaged to the extent, he says, of \$6, so now he wants the owner of the dog to pay him the amount. Mr. Adams refuses on the ground that Case was running through the street so rapidly that he could not steer out for the dog, which, he says, was simply crossing the street at the time.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

Fat Spark Quickens Combustion.

The fatter and hotter the spark the more rapid is the combustion of the charge and consequently greater power is developed in the engine. The combustion of a cylinder charge may be likened to the rippling of water after a stone has been thrown into it. When a small stone is dropped into the water one notices but a gentle ripple extending, of course, in circles, having the place where the stone entered as a centre, whereas, if a larger stone is dropped in the ripples are more violent and they extend over a greater area. The same thing happens in a motor cylinder, for a charge does not ignite at once; but, considering the high speed at which motors are running, it takes a somewhat lengthy period for ignition to occur. Therefore, when one has a big hot spark the ignition effect is greater, and consequently combustion is more complete. There is no doubt that the power would be considerably increased if a second sparking plug were added—say one on each side of the cylinder—but makers are loth to do this, as the ordinary motorist's greatest difficulty at present is with the electric ignition. Yet for one who is thoroughly conversant with it, and does not object to the possibility of the extra trouble which may be involved by the fitting of a second sparking plug, a certain increase of power of the motor will undoubtedly be obtained without a larger consumption of gasoline.

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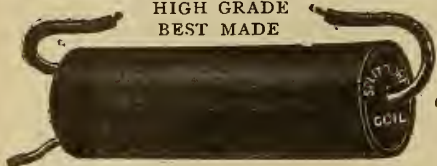
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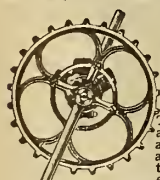
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The Week's Patents.

732,032. Sparking Plug. William Barber, Brooklyn, N. Y., assignor to Ada S. Barber, Brooklyn, N. Y. Filed August 20, 1902. Serial No. 120,352. (No model.)

Claim—1. In a sparking plug, the combination with a bushing of metal provided with a male thread on one end and a female thread in an enlarged cavity at the other, of a flanged bushing or cylindrical plug of non-carbonizable frangible insulating material located in the male threaded portion of the metal bushing, a like flanged bushing of in-frangible insulating material located in the enlarged cavity of such bushing with its flanged head abutting against the flanged head of the frangible bushing or plug, a metallic gland screwed into the female thread of the cavity so as to force the flanged heads of the two insulating plugs together, a metallic rod passing through both plugs provided on one end with a head, and on the other with means for securing a device thereto, and a sparking point secured to the male threaded end of the bushing with its point in juxtaposition to the head of the rod, substantially as shown and described.

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The pictures and reading matter will prove as interesting to those who do not as to those who do ride motorcycles.

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154 NASSAU ST., NEW YORK.

Can Still Use Cycle Paths.

By the narrowest of narrow margins Minneapolis motorcyclists have escaped being ruled off the cycle paths which abound in the suburbs of that bustling city. The escape is scarcely more than a reprieve, however. The riders of the motor driven machines are merely permitted to use the paths on sufferance, the prohibition introduced in councils being laid over during their good behavior.

That even this boon was secured is due to the untiring efforts of the Minneapolis dealers and others interested in motorcycles. Acting through the Minneapolis Motorcycle Club, they, as detailed in these columns a few weeks ago, prevailed on the councils to hold in abeyance the ordinance already prepared interdicting the paths to motorcyclists. At a meeting of the club held on June 1 the following resolutions were passed:

Whereas, The City Council of the city of Minneapolis has been petitioned to pass an ordinance prohibiting the riding of motorcycles upon any of the cycle paths within the limits of the city of Minneapolis; and

Whereas, Said petition for such an ordinance has been referred to and is now before a special committee of said City Council known as the Committee on Cycle Paths; and

Whereas, At a regular meeting of said council committee, held on the 29th day of May, 1903, a resolution was passed postponing further consideration of said petition until the next regular meeting of said committee to be held on the 26th day of June, 1903, with the understanding and agreement that the Minneapolis Motorcycle Club would in the mean time pass, adopt and present to said council committee a resolution properly regulating the use of said motorcycles upon said paths; therefore be it

Resolved, That each and every member of the Minneapolis Motorcycle Club refrain from riding on a motorcycle on any of the cycle paths within the limits of the city of Minneapolis or Hennepin County, Minn., after heavy rains or at any time when the riding of a motorcycle cuts into or makes any damaging impression on said path or paths.

Resolved, That each and every member of this club shall, when passing any person riding a bicycle on any of said paths, shut off as much as possible all noises made by his or her motorcycle, and slow down to a reasonable and proper speed.

Resolved, That this club and each and every member thereof use every honorable means in its or his power to compel all persons riding motorcycles on said paths to comply with the terms of the foregoing conditions and regulations.

Resolved, That a copy of these resolutions be presented, as requested, to the said special committee of said City Council at its next regular meeting, to be held on Friday, June 26, 1903.

These resolutions were presented to councils at the regular meeting on June 26, and at the earnest solicitation of members of the club it was decided to postpone action on the petition referred to indefinitely, or at least so long as the motorcyclists evinced a disposition to live up to these rules.

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In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, July 18, 1903.

No. 16

RECEIVER FOR MARSH

Court Appoints H. E. Swift, who Displaces Assignee Perkins—Some Figures Given.

Matters in connection with the tangled affairs of the Motorcycle Mfg. Co. of Brockton, Mass., makers of the Marsh motor bicycle, have moved swiftly in the past week. The stockholders have succeeded in having a receiver appointed, in place of Assignee Perkins, who was railroaded into the position by the directors at the first intimation of trouble. Assignee Perkins, meanwhile, had prepared a statement showing that the liabilities were \$60,000 and the assets \$48,000, both amounts being approximate.

Judge Hardy in the equity session of the Superior Court at Boston handed down a decree appointing Horace E. Swift, of the Becker-Brainerd Milling Machine Co. of Hyde Park, receiver of the company. The appointment was made on application of Wendel P. Bosworth and other stockholders, who declared that the directors of the company assigned to Harry K. Perkins without the assent of the majority of the creditors. They also cited that suits had been brought against the company and attachments made; that the factory has been closed and that a number of orders remain unfilled.

The court directed Mr. Swift to furnish bonds for \$5,000 and to continue the business, and enjoined the creditors from meddling with the property.

Just previous to this action of the Boston court, a meeting of the creditors of the company was held at the factory. Assignee Harry K. Perkins made a statement to the effect that the liabilities are \$60,000 and the assets \$48,000 approximately. It was understood before the meeting that there would probably be an agreement by the parties interested to petition for a receiver. If this was done, it was said, the business will continue, and the factory, which has been shut down the last few days, will start as soon as the court makes the appointment.

Until Receiver Swift takes charge and obtains an insight into the company's affairs, however, nothing definite as to its future

will be decided upon. It is freely asserted that it is in such thoroughly bad shape that its continuance is highly improbable.

Mott Steps Down.

F. G. Mott, jr., has disposed of his interest in the Weston-Mott Co., of Utica, N. Y., and resigned his position as secretary and manager of that company. The news, while of more general interest to the automobile trade, in which both the Weston-Mott Co. and "Fred" Mott are widely known, will nevertheless come as a surprise to many, as the Weston-Mott Co. were at one time large manufacturers of bicycle hubs, though of late years the enormous growth of their wire wheel business has led them to confine their efforts in the bicycle line to high grade racing hubs.

F. G. Mott, jr., has always represented the outside interests of the company, and his name had become so identified with it that the two were synonymous. His ability and personality are too well known to need any mention whatever. They are both of the highest order.

British Like Fisk Tires.

Harry T. Dunn, of the Fisk Rubber Co., who is now in Europe on a combined business and pleasure trip, is finding enough of the former to insure the latter. In Great Britain especially the prospects of the Fisk Rubber Co. look exceedingly bright. Mr. Dunn is expected to return on the *Lucaia*, which sails July 25.

Seattle Dealers Busy.

Seattle, Wash., tradesmen are having an exceptionally busy season. The repair shops are all working to their full capacity, and there seems to be no end to the number of wheels that are in use throughout the city.

Dealer Asks Relief.

John C. McKim, an Evansville, Ind., bicycle dealer, has petitioned to be relieved of his debts. He gives his liabilities at \$2,023.57 and his assets \$415.

Keystone Co.'s Addition.

The Keystone M. & M. Co., Lebanon, Pa., will erect an addition to its factory. It will be used as a nickel plating and a storage department jointly.

POPE FULLY OFFICERED

Existing Vacancies Were Filled Last Week —Board of Directors Also Completed.

The staunch craft Pope is now fully manned and officered and ready to start upon its voyage in quest of Ports Revival and Prosperity. Which is to say, in plain English, that last week the lists of officers and directors of the Pope Mfg. Co. were made complete. The board of directors now consists of William A. Read, Colgate Hoyt, F. S. Smithers and G. F. Crane, of New York; Albert A. Pope, of Boston; Albert L. Pope, of New York; George Pope, of Orange, N. J.; Charles Hayden, of Boston, S. C. Winslow, of Worcester, and G. T. Hollister, of Rutherford, N. J.

Some weeks ago Colonel Albert A. Pope was made president of the company, and at the last regular meeting of the board Albert L. Pope was elected vice-president, Colonel George Pope treasurer and Paul Walton secretary.

Tucker Will be Ready.

Mr. J. B. Tucker, of the Tucker Wood Works Co., the important wood rim makers, in a talk with a Bicycling World man, stated that there was quite likely to be higher prices for the higher grades of wood rims during the coming season. "But," added Mr. Tucker, "our trade can depend upon us meeting competition just as we have always done."

Smaller Tubes to Come.

There is a fashion in mechanics, just as in everything else. Usually trade changes, that is, departures in product, are the result of use and demand. But sometimes a change is the result of that nebulous thing, a tendency. This is true of bicycle tubing for the coming year; it will largely run in the 1-inch size, a reduction of $\frac{1}{8}$ of course.

August 1st, Evacuation Day.

Judging from the condition of things at the moment it seems almost certain that the receivers of the American Cycle Mfg. Co. will be discharged by the courts on August 1, when the entire property of that company will be turned over to the Pope Mfg. Co.

HE HAS A PATENT

On Crank Hangers, and Warns the Trade not to Infringe It.

Even yet the patent game is not "played out." Some people believe that there is still money to be made out of cycle patents, and are going through the customary formula of calling alleged infringers to "stand and deliver."

There is just now a sudden and unwonted activity in a Chicago lawyer's office. Letters are being sent broadcast to the trade, calling attention to the existence of certain patents on crank hanger construction, asserting infringement of same, and giving due warning of the consequences of such infringement. The date of the granting of said patents is June 2, 1903, but it is known that the application was filed in August, 1895. The letter in full is as follows:

"I beg to call your attention to United States letters patent Nos. 730,194, for bicycle, granted June 2, 1903, on an application filed by Geo. Seyfang, and now owned by me. Said patent contains claims as follows:

"1. The combination with a continuous crank hanger tube, of a crank shaft having integral crank arms, and antifriction bearings sustaining said crank shaft in said tube, said tube being so large in diameter and shorter in length that the shaft and one of its integral arms may be inserted endwise through said tube.

"2. The combination with a continuous crank hanger tube of a crank shaft and integral crank arm, said crank shaft being mounted in said tube, and said tube being so large in diameter and short in length that the integral shaft and arm may be inserted endwise through said tube.

"3. The combination with a cycle frame provided with a transverse continuous crank hanger tube, of a crank shaft and integral crank arm and antifriction bearings sustaining said crank shaft in said tube, said tube being so large in diameter and short in length that the integral shaft and arm may be inserted endwise through said tube.

"I am informed that you are infringing the above named patent by the manufacture and sale of crank shaft and hangers embodying the invention herein set forth.

"You are hereby notified of this infringement and are warned that unless you shall immediately cease the manufacture and sale of the infringing articles and discontinue the infringement of said patent I shall proceed to bring suit against you in the United States court, asking for injunction to restrain further infringement and an account of profits and damages. You are also informed that unless you shall within ten days from the date hereof render an account of all infringing articles made and sold since the date of said patent, and make satisfactory settlement therefor, and shall also make arrangements satisfactory to me for the future

use of said invention at the established royalty rate of \$1 each for every crank hanger manufactured, I shall begin legal proceedings against you as above indicated.

"You are advised to heed this notice, as I intend to fully enforce my rights in the premises."

Back to His Old Love.

S. G. Rigdon, known to every manufacturer, jobber and, in fact, any one of any importance in the bicycle trade, is once more back in the fold of the Goodyear Tire & Rubber Co., resuming charge of their bicycle tire department, which he relinquished a year ago to take a similar position with the International Automobile & Vehicle Tire Co. Rigdon never appeared quite at home separated from his first love, for they had become so intertwined that apart they seemed unnatural. Rigdon himself seemed to realize this, and, though he bravely and earnestly battled for the newer interests which he had chosen, the influence of his old associations was too deep seated, and after a valiant struggle he capitulated, and so it is now once more "Sam" Rigdon, of the Goodyear Tire & Rubber Co. That Mr. Rigdon will drop back naturally to his former effective policy is a matter of course. The Goodyear Tire & Rubber Co. are to be congratulated at again securing one of the busiest and best liked men in the trade.

He Wanted S.conds.

At the meeting of the jobbers' association at Niagara Falls last week an amusing incident occurred when a New York jobber of the kind that, as the *Bicycling World* once remarked, does not include ham sandwiches in its diet, came up to C. F. U. Kelley, of the newly formed Continental Rubber Works, and remarked: "I hear you vos going to start a tire factory?" "Yes, that is right, old man," replied the energetic Kelley. "Got any seconds?" was the quick query in return. The story was passed along the line and hugely relished.

The Retail Record.

Hinsdale, Ill.—J. Staub succeeds H. G. Prouty.

Santa Monica, Cal.—J. H. Pinkerton; fire; damage slight.

Webb City, Mo.—R. A. Walters succeeds A. F. Schoeltz.

Gifford & Grant, Seattle, Wash., have enlarged their repair shop.

Peth Amboy, N. J.—John Anderson, No. 50 New Brunswick avenue, has opened a store and repair shop.

New Aurora Firm.

William Reid has joined forces with H. Althoff, of Aurora, Ill., and formed the firm of Althoff & Reid. They will deal in and repair automobiles, bicycles, etc.

Clinton Dealer Dies.

William D. Dexter, a Clinton, N. Y., bicycle dealer, died suddenly last week. He retired in his usual good health, but was found dead the next morning.

1904 WOOD RIM PRICES

Promise to go Higher—Floor Makers Also Use Stock, Causing Scarcity.

There is every promise of enhancement of wood rim prices for the 1904 season. Leading men in that department of manufacture state that wood rim prices must necessarily increase because the cost of log-roll Michigan hard maple is climbing. Last year this was sold as low as \$10 per thousand feet, while the present figure is nearing \$20 per thousand feet. This advance of the basic material has been brought about through the greatly increased demand for this particular kind of wood for hardwood flooring. This trade was of little importance a few years since, but the increased use of fine hardwood floorings nowadays is using up almost all the stock that can be gotten ready for the market. For this reason the wood rim trade is no longer absolutely depended on to take a certain part of the maple wood product, and, of course, natural trade laws dictated higher prices.

The Racycle "Tester."

A firm believer in the policy of supporting its agents in every way possible, the Miami Cycle & Mfg. Co. is engaged in conducting an ingenious and effective plan of action. They are sending out Racycle "testers," who visit Racycle agents and give public demonstrations of the superiority of the Racycle crank hanger claimed by the company.

The tester first demonstrates the amount of pressure applicable to the bearings and chain of the Racycle, and then turns his attention to machines of other makes. Much interest is taken in the tests, and large numbers of wheelmen gather to witness them.

New C. & D. Specialties.

The Cushman & Dennison Mfg. Co., the well known makers of the Perfect oilers, are at work on a number of new specialties which they will place on the market early in the fall. So great has been the demand for their standard goods that they have been obliged to add considerable new machinery to enable them to cope with their orders. Their ideal clamp for holding together a large number of papers has been a particularly good seller.

Changes at Seattle.

C. O. Cook, who has been the manager of the Seattle (Wash.) Rambler agency for three years, will soon leave for Aberdeen, where he will assume the management of the bicycle department of the Bruce & Lamb Hardware Co. He will be succeeded by Major Lynch, an old wheelman, of Seattle.

Creed Co. Organizes.

The recently incorporated Creed Bicycle Co., Buffalo, N. Y., has organized by electing these officers: Edward J. P. Creed, president; Frank A. Worth, secretary, and Frank J. Harrison, manager. The concern is located at No. 1,357 Sycamore street.

WALTHOUR LACKED PACE

Twenty-Mile Motor Paced Match Race at Providence Won by Nelson.

Joe Nelson won the twenty-mile motor-paced match race with Bobby Walthour at the Colosseum in Providence, R. I., Wednesday evening, the Atlanta crack retiring in the seventeenth mile because, as he subsequently declared, he could not get pace enough. His blue motor, with Ruden riding, acted badly in the tryout and the match was postponed to the end of the card, Walthour agreeing, after some parley, to go after his reserve motor, Ben Hur, manned by Turville. Nelson's pacemaker was Hunter, on the Red Devil.

The start was a standing one and Nelson was first to catch pace, which he did on the lap after the starting gun. Walthour had more speed, however, and soon took the lead, with a half lap advantage at the end of the first mile. Then Nelson began to get good pace and he was gaining when the pace grew too hot for him, with the result that he was shaken off and lapped in the second mile. Walthour was not satisfied with Ben Hur and signalled for his second machine, but the order was countermanded when he had two laps to the good before Nelson recovered pace. Then the little Swede commenced some good riding and gradually gained until in the fifth mile he was on Walthour's wheel on the flats.

For four laps it was neck and neck, and Nelson succeeded in making a pass on the south bank, the feat being greeted with great applause as he continued to pull away for another gain. Walthour called for more speed, but the motor was apparently going its limit, and in the seventh mile Nelson again gained slightly.

For another two miles it was a hot race, with Nelson going fast after another pass, which he finally made in the same position as the first, putting the riders on more even terms and Nelson still gaining. Walthour made the ten miles in 14:55 2-5, slow time in comparison with the records, and only half a lap ahead of Nelson.

They were together in the twelfth mile, and on the back stretch Nelson passed and forged ahead for a good lead.

Walthour's reserve motor was again called for, but it was "oiling up," and did not get under way promptly. When it was started and punked a couple of laps Walthour switched off, but the machine was worse than the other, and Ben Hur was sent out again, Walthour riding several laps in the meanwhile unpaced. The big machine was of little help, however, and Nelson was having a runaway, circling Walthour easily. In his seventeenth mile Walthour fell back altogether and gave up the race, Nelson being at that time about eleven laps ahead. Nelson

finished strongly, but without forcing, and the time was wide outside the track marks. Nelson's time for the twenty miles was 30:07 1-5.

The sprint racing was spirited throughout. In the first heat of the mile handicap there was some little dispute over the bell which announces the final lap. A majority of the riders claimed that they could not hear the gong. Marcus Hurley, the noted sprinter from New York, was shut out owing to this mishap. The judges consequently allowed all the riders in the first heat to enter the final. The final event proved a hot one, and the time made by Hurley from scratch was but three seconds from the world's record. Hurley got off well and in less than a lap had caught the rearmost bunch. Some fast riding followed, characterized by a brainy change of pace on the part of the pursuers. When the fifth circle was over Hurley was well up to the front with only the limit men unsurpassed, and then a breathless sprint and he had won. Summary:

Final heat won by Marcus Hurley, New York (scratch); C. L. Hollister, Springfield, second; Hubert Martin, Providence, third; Ernest Butterworth, Providence, fourth. Time, 2:00 3-5.

The ten-mile open was another excellent race, though slightly marred by a spill in the last mile. Twelve riders started, and the winners finished in the following order: First, Adam Byerman of New York; J. J. McKinnon of Boston and C. L. Hollister of Springfield tied for second and third place, and J. E. Achorn, jr., of New York, fourth.

The race was made interesting by the prizes offered for each winner of the ten successive miles. This kept the event from being a loaf and purely a play for position until the final mile. The individual prizes were very generally distributed, no one competitor getting over two miles. Considerable opportunity was often given these winners to steal a lap if they so desired. Up to the sixth mile, however, a common understanding appeared to preclude such an attempt. Hurley, who was generally picked by the crowd as the final winner, seemed content to remain in the bunch and let the others fight it out for intermediary money. Butterworth, Martin, Collett and McKinnon were the most prominent in the preliminary fights.

In the sixth mile the fun began. Led by Stoughton, a little bunch of three riders gained a substantial lead and started to run away from the main clump. Hurley, who was in the rear, set a killing pace to catch the truants. For two miles or more the battle continued. Martin and Butterworth both dropped out. Hurley generated his little band to further effort. In the ninth mile all the riders were united amid great excitement. In the last of the tenth mile, as has been said, came the spill, and Hurley lost all the results of his plucky ride in one fell flop. Stoughton, who was in advance, slipped, and Collett and Hurley rode over him, while the remaining half dozen fought it out. The time was very good, 26:20 2-5.

MacLEAN'S PLUCKY RIDE

Chelsea Man Beats Joe Nelson In Spite of a Very Serious Fall.

The match race, twenty miles, motor paced, between Hugh MacLean, of Chelsea, Mass., and Joe Nelson at Revere Beach, near Boston, last Saturday, was made more than ordinarily exciting by an accident to the Chelsea man and his pacemaker which was terrifying to spectators and looked extremely serious for the victims, but did not prevent MacLean from coming out victorious. MacLean was evidently too much for Nelson from the start, and had a lead of three and one-half laps in the fifth mile, when a loud explosion was heard on the backstretch. Bill Tenzler, MacLean's pacemaker, and MacLean himself, were seen to shoot into the bank, men and bicycles rolling to the flat of the track in a heap. Before any one could reach the spot both were up and MacLean was looking for another bicycle. He found one quickly, and in a very short time was plugging away unpaced to catch Nelson, now three laps away. Although his arm was bleeding and he was dazed from the mixup, MacLean was picked up by Ruden, with Caldwell's motor, and cut down the lead of his opponent lap by lap and took the lead again in the ninth mile. At twenty miles, the end of the race, he led by one mile and an eighth. His time was 29:34 1-5.

The cause of the accident was the explosion of the rear tire on the pacing machine which Tenzler was riding. This machine was a new one with two 10 horsepower motors hitched together for speed. The bumping on the track with a flat tire caused the fork to break, throwing the rider to the track. MacLean, following, naturally went down. Tenzler escaped without even a scratch, while MacLean was only slightly bruised on the arm.

Following are the summaries of the other events on the card for the evening:

Two-mile handicap—Won by Abbott, Kimball second and Hollister third; time, 4:23 2-5.

Ten-mile open—Won by A. W. McDonald, C. L. Kimball second and Adam Beyerman third; time, 23:18 4-5.

Manchester Track's Opening.

About 2,500 people witnessed a fifteen-mile motor-paced race at Jack Prince's Massabesic Coliseum track near Manchester, N. H., Wednesday night. The contestants were Nat Butler and Harry E. Caldwell. It started in good shape, Butler leading for five miles, but in the third lap of the sixth mile he slipped a toe-clip and was obliged to change wheels. He lost four laps, and Caldwell held the gain till the finish, doing the distance in 20:18 2-5.

An Australian pursuit race was won by Michael W. O'Brien, of Lowell, Mass., the other contestants being Connors of Lowell, Lawson of Boston and Ekhardt of Boston. O'Brien won in five miles and two laps, his time being 11:03 2-5. His second mile was made in 2:03.

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EAST DENNIS, MASS., June 30, 1903.

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Sincerely yours,

(Rev.) Edwin W. Dunlavy.

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THE BICYCLING WORLD

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

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Address us at P. O. Box 649.

NEW YORK, JULY 18, 1903.

To Benefit Entire Trade.

The meeting of the National Cycle Trade Association, held at Niagara Falls last week, was of import. 'Twas no summer conclave of mere recreation. The meeting was national and representative. All who had call to be there were present and either took active part or displayed deep interest in the proceedings.

The one certain thing is that a trade convention of this kind does much to clear the atmosphere both personally and in a trade way. In these meetings the better side is exposed, and interchange of courtesies wipe away many old sores; so that, after the thing is well under way we see two men who have been hacking each other to pieces purchasing refreshment, the one for the other, and exchanging promises of better behavior for the future.

Another advantage of these conventions is that all the ills and grievances of the trade are trotted out and aired, debated and so on. Being grouped all together, they naturally produce a big effect, and the dele-

gates, seeing the sick and sore side of the trade freely and eloquently exposed, say individually and collectively: Such a foolishness. And they resolve to go back to sales-room and factory and do better.

At the Niagara meeting, to come down to the definite, a plan was aerated which, if carried out as outlined, which, if lived up to by the makers and jobbers, cannot fail to benefit the entire trade, including, of course, the agents.

On the first go-off we commend the plan as wise. Nor is it in any way new. It is in fact a leaf from the book of high business and it has been victoriously tried in other fields of making and selling. In other words,

"We have been receiving the Bicycling World regularly for some time, and we place a great deal of value on the general information contained in it. We believe that every bicycle dealer and repairman in the country ought to subscribe for it. We have made it the official organ of the Minneapolis Cycle Trade Association, which fact goes a long way toward expressing what the trade thinks of the Bicycling World here in the Northwest."

HAYNES CYCLE CO.

Minneapolis, July 3.

it promises to substitute profit for loss, and faith instead of the broken promise. We cannot state it here any more than we can print the private policy of any concern. But we heartily commend it and in doing so we assure the agent that he is a participator.

Enough Honor to go 'Round.

There is a big muss down East over the motorcycle New York-Worcester-New York Endurance Run. So far the muss is one-sided, and, if we read Hendee aright, it will remain one-sided.

It is all about the gold medal. It will be remembered that in the contest for this much-desired trophy the scores of Lincoln, Holland and George M. Hendee were exactly alike at all the public controls, but at the secret control near the New York finish Holland was thirty seconds behind Hendee, and this lost him the gold medal.

Whereupon the Worcester Telegram goes into hysterics in defence of its townsman, Holland, and says he ought to have the gold medal, that he is the greatest motorcyclist on earth, that Hendee did not keep the course, that Hendee finished 'dead tired, while Holland came home fresh as a new cut rose, and so on ad nauseum. Now, we know the good Lincoln Holland right well, and all this must have made him blush.

The facts are that there were rules governing this race every foot of the way. Perhaps, on this or that point, especially as regards the secret control, they were not perfect. But, at any rate, the rules were based on experience, and it must be remembered that motorcycle experience is limited as yet. But, most important of all, the rules were printed and the competitors were supposed to be familiar with all the conditions before they started. And Holland is no fool. What he didn't know about the roads and the rules wasn't worth knowing.

So protest on his part and the hysteria of the Worcester Telegram are entirely out of place. We are hoping, in fact, that Holland will himself repudiate the Telegram's attempt to martyrize him. The references to Hendee, who is a thorough sportsman, are also to be deprecated. Hendee is not Worcester, but he is Massachusetts, and Bay State folks should be content that the two shining figures in the run were Massachusetts men. Indeed the four best all-round records in the run fell to men from that State. Enough honor, surely, for the proud old commonwealth.

A Welcome Innovation.

The Monroe Wheelmen, a highly vital New York Cycle Club, have struck a distinctly successful note in the half century run idea. They rightly came to the conclusion that the century is too strenuous for many cyclists, especially for those also who, while they may be able to roll off a century, see no great pleasure in doing so. To the class who don't want to ride centuries, and to those who can't do the hundred without serious fatigue, the Monroe Wheelmen's half century appealed so strongly that over four hundred riders turned out for the run on Sunday last, and the number included forty-two ladies. The entire party were survivors. Altogether, the half century run furnishes a new and sensible way of putting in a sensible and leisurely way, and we hope to see it repeated elsewhere throughout the country. After a century some people do not readily recover. After a half century, especially if it be not scorched, the average person, after a splash in the bathtub, should be disposed to laughter.

Why He Speeds.

When all is said and done, we have a secret regard for the speedomaniac of the road, even though we sincerely hope that the policeman with the stop watch will con-

tinue to keelhaul the offenders and that the solons of the police courts will still continue to fine them sundry dollars for the benefit of the State. Although we confess to a secret sympathy for the whirling dervishes of the road, darting hither and thither, with all the elan of the chariot of old yet we have preached and must continue to preach against the practice of speedomania on the public ways.

We like these madmen because when there is no alcohol present—as, to state the bald truth, there sometimes is—they are exponents of many qualities which are at the root of the world's pleasure and its progress. It must be always remembered that the brute element is still basic; in fact, we can't imagine a living, breathing, potent world apart from animalism. 'Tis true that in these times we are belted and booted, and garbed and gowned, into a state of apparent innocuousness; but, despite this sartorial disguise, human nature is the same as it was aeons ago.

And, the brute being still existent, it must out. In olden times, before diplomacy and arbitration were invented, when rapacity and even chivalry ruled and when might made right, brutism had a broad arena and furnished the world with a crowd of heroes and a horde of swashbucklers. Then every man had a fighting sovereign and life was a succession of wars and brawls and the blood ran high.

But in these piping times of peace what is a high-gaited chap to do? We have fallen upon unheroic times, when everything is reduced to a matter of debate, when the nations are the one outdoing the other in matters of courtesy and obsequence. And so the chap who would have led the siege in the fifteenth century is perforce compelled to invent games that shall call for courage and the man-traits. And among this class of sports we find the demoniac cyclist and motorcyclist and automobilist, rushing hither and thither, flying up and down the country and scattering excitement and breathlessness on every hand.

Yes, indeed, while we must cry aloud that the roads are for all, and not for any one class, yet, at least, we know that these demoniac flights are but a protest against the dulness of the times, are the efforts of our bloods to offset that degeneration which inevitably sets in when war has ceased to be a business.

Never was such a man for watching the weather as the cycle dealer.

BUTLER MAKES A RECORD

New Figures for Five Miles on Prince's Massabesic Coliseum Track.

Nat Butler and Gus Lawson contested two five-mile heats in a motor paced race at Prince's Massabesic Coliseum, near Manchester, N. H., last Saturday night, each winning one, but the race was declared a draw because Lawson's motor broke down during the third heat. Both riders were in fine form, and subsequently Butler, in an exhibition heat, broke the world's record for an eight lap track. About twelve hundred people attended.

Will Saunders paced for Butler and Jed Newkirk for Lawson. In the first heat the riders got away in fine style, but in the second mile Butler lost his pace. Before he gathered himself Lawson passed him flying. The excitement was at white heat then, and the Buffalo boy was encouraged to try for another lap. Jed Newkirk had his motorcycle "all on," Gus hugged it as if he were tied to it, and they went at Butler for a second pass. But old Nat Butler wasn't to be passed again. He found his motor, and in a minute he made it perfectly clear that Lawson would have to go if he maintained his lead. It was a hot race from that out, Butler gaining just a little all the time, but not enough to make up his loss. Lawson finished in 6 minutes 43 4-5 seconds, and won the heat.

The second heat was a tug of war sort of a tussle, with the advantage on Butler's side when it was over. Caldwell's record, made on the Fourth of July, was beaten in this heat by Butler, who made continual gains on Lawson, though only slight ones, amounting perhaps to two hundred feet in the five miles. Throughout the heat Saunders hugged the black line marking the track, while Newkirk rode high up. Lawson thought he had felt a loose board low down, and he told his pacemaker to keep out of the way. Butler won the heat in 6:27 2-5.

When Newkirk's motor broke down in the third heat there was naturally much disappointment, but amends were made by the splendid exhibition heat ridden by Butler in lieu of what had been lost. The entire run of five miles was made with hardly a yard's variation across the track and without the slightest hitch of any kind. The time of the several miles was as follows: 1:17 2-5, 1:17 1-5, 1:17, 1:16 2-5, 1:16 4-5. The total time was 6:24 4-5, which is a new record for the track, beating Harry Caldwell's, made on the previous Saturday.

The amateur event of the evening was a one-mile handicap with thirteen starters. It was run in three heats and a final, and was won by Napoleon Morin in 2:23, with A. N. Greager second and O. C. Brandis third.

Kramer and Fenn Split.

The Kramer-Fenn combination is no more. Never again will the "Connecticut blacksmith" pull the blond champion to narrow

margin victory, to the sore discomfiture of competitors and the delectation of the principals. The rich yielding vein has been worked for the last time, and hereafter Kramer will have to defeat the Lawson-MacFarland and other combinations single handed or take to his bosom another partner.

The riders have not fallen out and are still chummy with each other, but so far as teaming goes the order has been given to "cut it out." Rivalry among the bicycle manufactories employing Fenn and Kramer is the cause assigned for the split. Fenn rides a wheel made by one concern, and is well paid every week for his efforts. The champion rides a bicycle made by another maker, and likewise receives a handsome stipend. It is said objection came to the Kramer-Fenn combination after the defeat of Lawson by Kramer in the ten-mile championship race at Hartford last week.

Fenn, who holds the world's record for a five-mile handicap, was looked upon as being pretty near good enough to win that race from Kramer, Lawson or any one else. When the Nutmegger, at the end of the ninth mile, hooked up with Kramer in front of the bunch and set a pace that brought the time of the last mile down to 1 minute and 57 seconds, the rest of the riders were nearly ready to quit, when Fenn slid up and Kramer went by on the pole and won first honors.

The company's representative made a great howl over the result, and one or two of the riders roasted Fenn roundly. Last Sunday at Belleville Kramer beat Fenn in the final heat of the one-third-mile open, after one of the most thrilling finishes ever seen on a dirt track in this vicinity. Although both boys seemed to be out to the last ounce, MacFarland accused Fenn of "laying down" to Kramer. Fenn denied the accusation, and declared the champion not only defeated him on his merits, but that it was his opinion that he would win the ten-mile handicap which was to follow.

"I suppose you'll be pulling him, as usual, at the finish?" MacFarland queried sarcastically.

"No, I won't pull him," cried Fenn. "I won't ride if I can be excused by the referee, and he'll beat you both; see if he don't."

Fenn was excused from riding, and MacFarland, Lawson and Kramer started from scratch. The end of the race showed Kramer first, Lawson second and MacFarland fourth, Root, the Boston racer, splitting the pair.

Wants 100 Mile Road Record.

William B. Ferguson, of the Kings County Wheelmen, will undertake on Sunday to lower the newly created 100-mile motor paced road record of 6 hours and 36 minutes made last Sunday by Harry Hall. The trial will be made under the rules of the Century Road Club of America, over the Valley Stream course. Ferguson will start at Valley Stream at 8 a. m.

KRAMER'S DOUBLE HEADER

Tables Turned on Iver Lawson in Two Events at the Hillside Track.

Frank Kramer and Iver Lawson each rode with superlative vim in the two races which they contended Sunday afternoon at the Hillside track, Belleville, N. J. Kramer had his revenge upon the little Swede for outriding him so decisively at Vailsburg on Independence Day, but in both races Lawson was close to the victor, and lost the races by extremely close margins. The track was not all that could be desired, having been made poor by a drizzling rain, and the effects were evident in the spills which occurred during the amateur events. About 3,000 spectators were present.

The two-third mile open professional race found Kramer, Root, MacFarland, Armbruster, Fenn and Lawson the survivors of the several trial heats. The six were well bunched in the final until the last half of the second lap, when Fenn shot out from the field and tried to run away. Kramer, Lawson and MacFarland went in hot pursuit. It was a great finish between the four, but Lawson ran into a pocket formed by Kramer and Fenn in the stretch, and if he had had the speed to win was unable to plough between the pair. The result was a victory for Kramer, with Fenn second and Lawson third.

MacFarland and Lawson teamed it in the ten-mile handicap. Kramer was deprived of a mate owing to Fenn's refusal to ride, as he was in poor condition. For seven miles the handicap men led the field that started from scratch and the lower marks. Alternate pacemaking by MacFarland and Bowler brought the field together after hard plugging. During all this time Lawson rode near the end of the procession, with Kramer tacked on to his rear wheel. At the bell lap the two riders picked out favorable positions for the final sprint. The race practically narrowed down to these two as they reached the last turn and amid wild cheering the two sprinted toward the tape, Kramer crossing first by inches. Root finished third and Bardgett fourth.

Marcus Hurley showed his form in the amateur ranks by easily winning the one-third mile open, beating out Glasson and Billington in the final. The three riders started in the one-mile amateur handicap, but, realizing that they were unable to overtake the limit men in the final heat, gave up their efforts after five laps. The race was won by J. D. Quille, who had a handicap of eighty yards. F. K. Lee, of Paterson, won the half-mile novice in a runaway race. The summaries:

Half-mile novice—Won by F. K. Lee, John Hellinger second, Ernest Schlee third; time, 1:05 2-5.

Oberon Open—Won by Marcus Hurley, George Glasson second, Teddy Billington third, George Schlee fourth; time, 0:42 3-5.

Supremacy Stakes (two-third mile open; professional; prizes, \$50, \$25, \$15, \$10)—Won by Frank Kramer, W. S. Fenn second, Iver Lawson third, E. F. Root fourth; time, 1:31.

Haledon Handicap (mile amateur)—Won by D. J. Quille, J. Fogler second, O. B. Lind third, W. A. Penn fourth; time, 2:08 2-5.

Hillside Handicap (ten-mile professional; prizes \$75, \$40, \$20, \$10 and \$1 to winner of each lap)—Won by Frank Kramer, East Orange (scratch); Iver Lawson, Salt Lake City (scratch), second; E. F. Root, Boston (80 yards), third; Walter Bardgett, Buffalo (320 yards), fourth; time, 24:24.

The lap prize winners were: First, Dolbear; 2, Dolbear; mile, Dolbear; 4, Coyte; 5, Williams; two miles, Krebs; 7, King; 8, Williams; three miles, King; 10, Williams; 11, King; four miles, Bardgett; 13, Bardgett; 14, Bardgett; five miles, Holloway; 16, Holloway; 17, King; six miles, Williams; 19, Williams; 20, Bardgett; seven miles, Bardgett; 22, Hadfield; 23, Armbruster; eight miles, Holloway; 25, Williams; 26, Bardgett; nine miles, Williams; 28, Williams; 29, Schreiber; ten miles, Kramer.

Veterans' Century July 26.

Sunday, July 26, has been selected for the fourth annual Veterans' Century Run. It is held in honor of the oldtime riders in and about New York. The previous runs have always attracted a large entry, totalling nearly 800 riders on one occasion, and this year's event gives promise of being equally popular. The chief officers of the run are: Captain, C. P. Staubach; chief pacemaker, D. M. Ade; chief pacemaker of fast division, D. H. Lodge.

The run will be held over the usual Long Island century. The prizes to be awarded will include a gold and enamel souvenir medal for all who complete the run, and four valuable prizes for the leaders at the finish. These prizes are an engraved silver cup, an engraved pewter mug, a watch fob and a scarfpin of appropriate design. The run will be in divisions, one to ride at the pace of twelve miles an hour, and another, which will start later, to ride fifteen miles an hour, and race home from Valley Stream for the prizes. All will make the usual stops en route. Entry blanks may be obtained from C. P. Staubach, No. 530 Van Cortlandt Park avenue, Lowerre, Yonkers, N. Y.; D. H. Lodge, No. 50 West 112th street, New York, or at the C. R. C. A. Club house, No. 31 West Fifty-third street New York.

The Century Road Club Association has postponed its proposed open fifty-mile road race on Staten Island, which was set for July 26, so as to give the veterans' run a clear field, and will take part in it in a body, the veteran run this year, in celebration of its fifth anniversary, being open to all who wish to enter, only half the usual century entry fee being required.

"The Motor: What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

FOUR HUNDRED AND ONE

Riders Participated in Monroe Wheelmen's Half Century—A Huge Success.

The old phrase, "Put your hand to the wheel," still holds good; in fact, will ever hold good. That is a maxim with the members of the Monroe Wheelmen, an active organization of sturdy citizens who wheel that they may work, who spend their Saturday afternoons and Sundays innocently cycling so that they are better men for it on the work days of the week.

A month or two ago the executive committee of the club decided to promote a new kind of run, a variation of the century, and open to all. They picked out fifty miles of round and about New York country and laid out a half century course bristling with interest, free from desperate hills and with ample hotel accommodations at appropriate points. Over this route, on July 12, Sunday last, they held their first annual interborough half century run. The idea proved a happy one, for no less than four hundred riders, 401 to be exact, turned up for the start at 8 a. m. in front of the Monroe Wheelmen Club rooms, at No. 256 West 125th street. Among them were forty-two ladies, every one of whom finished. The party was divided into a fast and slow division; the former finished at 3 and the latter at 5 o'clock. The run was paced by President Nagel, his son and daughter, and Arthur Sanberg and Charles Rothgesser.

The course, which has been published in full in the *Bicycling World*, led to Bedford avenue, to Bath Beach, back to the Coney Island cycle path, down to the ocean, back out through East New York to Jamaica, then to Flushing, to College Point and so home, an ideal fifty mile tour, over which any rider can make his way with rich reward.

The entrance fee was \$1, and survivors were awarded suitable medals, which will be souvenirs of a pleasant day's outing rather than reminders of a strenuous all day grind.

There was a prize, too, for that club which turned out the largest number of uniformed men. This was won by the Century Riding Association, which headed the list with 90; then came Monroe Wheelmen, 63; Prospect Wheelmen of Northern New York City, 60; Calumet Wheelmen, 55; Royal Wheelmen, Bronx Borough, 54; Sunset Wheelmen, Bronx Borough, 42, and Stuyvesant Wheelmen, 30. The Century Wheelmen turned out quite a body, including twenty-two ladies. Altogether, the Monroe Wheelmen's first annual half century was a very great success.

Contenet, the crack French bicycle rider, created a new world's record for the hour at the Paris Velodrome on July 5, pedalling 79 kilometres 360 metres (48 2-3 miles) in that time. Tommy Hall, the young English rider, was second with 73 kilometres 600 metres, or something over 45 2-3 miles.

HILLSIDE A FIXTURE

Track Managers Prepare to Give Sunday Meets Regularly—Opposition Still Shown.

From present appearances the Sunday racing at the Hillside track will become a fixture, taking the place formerly held by its neighbor, Vailsburg. The events of July 12 were run off as scheduled, the threatened interference by the authorities not materializing. So encouraged are the promoters of the races at this outcome that arrangements have been made to run the events regularly on Sundays, and plans are being made to replace the present clay track with a modern four lap board "bowl" capable of being negotiated at high speed. The residents of Belleville, where the track is located, and, like Vailsburg, a suburb of Newark, are divided over the question of Sunday racing. Some favor it, and point to the fact that in previous years, when it was run as an "outlaw" track, no objection was made to it by any one, and ask why these should suddenly come to the surface when the track is under N. C. A. protection and regulation.

When the question of the Belleville Township committee's power to prevent Sunday races at the Hillside track came up, Counsel Perry, to whom the matter had been referred, reported that he wished to confer with the committee as a committee of the whole in regard to means of enforcing an ordinance designed to put an end to Sunday contests, as the township has no police.

Two members of the Belleville Civic Association's committee of five were present. They did not comment on the counsel's report and made no announcement as to whether they would await the result of the conference before taking further action. According to their previous statements, however, they will continue the fight, no matter what the counsel finally decides.

Mr. Perry held that in addition to the powers and duties of the township committee there were other things to consider in regard to enforcing an ordinance. Other municipalities, he said, had police to enforce ordinances, while Belleville has not, and there are no funds in the hands of the committee to pay police. It was not practicable to have the constables do the work, it was stated, and it rested with the citizens as to whether they would vote an appropriation for police.

Vailsburg has a borough act, the counsel said, providing a license regulation, but the township is without this means, so that the latter is handicapped in the matter. He would like a conference with the committee, he added, before determining what to do.

The civic committee asked the township committee some time ago for an expression of its attitude on Sunday racing, and pointed out the provisions in the township act which

empowered the authorities to adopt an ordinance to prevent breaches of the peace and the maintenance of disorderly houses. The races, it was argued, could be included under this section, although the contrary is also maintained. The civic representatives requested that a measure of this kind be introduced, but the committee decided to await the opinion of the counsel before taking action on the proposed measure.

An Old Established Fixture.

The good city of Boston still holds each year on July 4 a cycle race meet. Of late they have been held at Franklin Park, one of the city's largest pleasure grounds; yet for years and years they were on Boston Common. Now, this Common well named. It is a historic plot of ground in the heart of the city, and the races were held on an ordinary circular dirt path. Around this some twenty thousand Boston folks used to gather and watch the show provided by the city. To this meet came many stars, for, if the track was execrable, the prizes were very fine, for the committee was spending city money and they handled it with no niggardly hand. This city meet was, in fact, the chief public event in Boston's July 4 celebration, and it is creditable to the folks who govern the New England capital that the races have been held continuously since 1879.

IRISH MOTORCYCLE EVENTS

Are Run in Phoenix Park in Connection With the Big Car Speed Trials.

After the great Gordon Bennett automobile race, the management of that event planned a windup motor vehicle and motorcycle meet as a fitting finish. The trials and races were held July 4 over a mile and 1,100 yards stretch in Phoenix Park, Dublin. The motorcycles were divided into three classes, and on the basis of weight, as follows: Seventy pounds and under, 114 pounds and under, and 170 pounds and under. The start was standing. There were many heats, and the finals were:

Motorcycles up to and including 70 pounds—C. G. Garrard (Clement-Garrard, Clement-Garrard engine), 1; Bert Yates (Humber, Humber engine), 2. Time, 2:55 3-5.

Motorcycles up to 114 pounds—1, R. Stevens; 2, J. T. Crudall; 3, Thomas C. Furlong. Time, 2:06 1-5.

Motorcycles up to 170 pounds—1, Harry Martin; 2, S. Wright; 3, H. Prickett. Time, 2:01.

It is worthy of note that the winner of the Class B motorcycle race made faster time than any of the cars, excepting only those in Class J—that is, weighing 1,000 kilos and upward.

Hubbell Entertained Them.



One of the pleasantest functions in connection with the jobbers' convention—the National Cycle Trade Association, to give it the full title—held at Niagara Falls last week, was the al fresco entertainment of a group of choice spirits at the Niagara Fishing and Game Club. An invitation was extended by E. P. Hubbell, of the National Cement & Rubber Co., and the party, to the number of fifteen, journeyed to the charming domicile

of the club, where they were entertained in royal fashion. The inevitable photograph was taken, the group being positioned as follows:

1, Frank F. Weston; 2, E. J. Willis; 3, Chas. Kelsey; 4, W. H. Coles; 5, T. J. Wetzel; 6, Fred I. Willis; 7, Jack Wall; 8, H. V. Sauter; 9, Fred Van Hofer; 10, C. L. Elyea; 11, Harris Parker; 12, C. E. Weaver; 13, G. W. Nock; 14, A. H. Coates; 15, E. P. Hubbell.

SNAP SHOTS AT THE JOBBERS' CONVENTION, NIAGARA FALLS, JULY 7, 8 AND 9.



1. DAVID SPRAKER AND GEO. W. NOCK.

3. C. A. PERSONS.

5. SAM. RIGDON AND H. L. HALL.

2. CHARLES E. WEAVER, H. L. HALL AND EZRA E. KIRK.

4. C. L. ELYEA.

6. THERON PALMER AND C. F. U. KELLEY.

SPORT AT CHARLES RIVER

Champion and Caldwell Smash Records and
Walthour Wins the Paced Race.

There was ample food for excitement at the Charles River Park, Boston, last Saturday night in the matter of fast cycling. Albert Champion, the great motorist, made a mile in less than a minute, his performance being of the hair raising sort; and Bobby Walthour, by good generalship, won the fifteen-mile motor paced race after Harry Caldwell had maintained a lead during nine miles, establishing new world's records from one to five miles, inclusive, and also in the ninth mile. There was also an interesting ten-mile open, with twenty-five starters, and a prize at the end of every mile.

Champion managed his 14 horsepower, four cylindered motor bicycle with consummate skill, and the ease with which he followed the black line at the pole of the track was a marvel to the spectators. After warming up for the work, the process carrying him around the track for just three laps, he made a flying start, and sped around in a way that caused people to hold their breath as they followed him with their eyes. In and out of the stretches he made meteorlike progress, and almost before it could be realized the mile was run. Champion's time was 58 4-5 seconds.

The fifteen-mile motor paced race was contested by four riders, the other two, besides Walthour and Caldwell, being Basil de Guichard and Will Stinson. Behind Eddy Callahan, Stinson had the pole, Caldwell coming next, with Ruden as his pacemaker. De Guichard, behind Hoffman, was third, and Walthour, back of Jimmy Hunter, on the red devil, had the outside position. There was much jockeying for position, in the midst of which Hoffman signalled that his machine was going wrong and a fresh start was made necessary. When they got off finally Walthour was twenty yards behind the other three, who were bunched; Caldwell, who displayed fine form, cut loose and drove ahead, getting the pole on the second lap and covering his first mile in 1:11 2-5. He was then leading De Guichard by thirty yards. Walthour had passed Stinson, and was third in the line. De Guichard made a wheel and wheel contest with Caldwell during the second mile almost to the end, where the Manchester giant was again in the lead. He made a good safe distance and maintained it lap after lap.

Walthour began to let himself out after the second mile, and, passing De Guichard, he pressed after the leader. At five miles Caldwell led him only thirty yards, and the Atlanta boy seemed content to trail him at about that distance, until in the tenth mile Caldwell lost his form. Walthour had been watching for his opportunity, and when it came he slipped by the Manchester man before the big fellow could recover his pace.

At the end of the tenth mile Walthour had a lead of a hundred yards. He increased it to one hundred and fifty in the next mile, and to half a lap in the twelfth.

De Guichard had not given up hope of winning, but tried conclusions once more with Caldwell, who was unable to run away from him this time, but lost pace again, and was passed by the Frenchman, Walthour in the meantime lapping both of them. Walthour held his lead to the end of the race, winning by one and three-quarter laps, in 17:46 4-5. De Guichard was second, Caldwell third and Stinson last. The following table tells the story:

| Miles. | Leader. | Time of mile. | Total time. | Previous record. |
|--------|------------|---------------|-------------|------------------|
| 1.. | Caldwell.. | 1:11 2-5 | 1:11 2-5 | 1:12 2-5 |
| 2.. | Caldwell.. | 1:11 3-5 | 2:23 | 2:24 |
| 3.. | Caldwell.. | 1:09 1-5 | 3:32 1-5 | 3:34 4-5 |
| 4.. | Caldwell.. | 1:11 2-5 | 4:43 3-5 | 4:45 |
| 5.. | Caldwell.. | 1:08 | 5:51 3-5 | 5:55 2-5 |
| 6.. | Caldwell.. | 1:14 | 7:05 3-5 | 7:05 |
| 7.. | Caldwell.. | 1:10 1-5 | 8:15 4-5 | 8:14 4-5 |
| 8.. | Caldwell.. | 1:10 2-5 | 9:26 1-5 | 9:26 |
| 9.. | Caldwell.. | 1:07 4-5 | 10:34 | 10:35 3-5 |
| 10.. | Walthour.. | 1:16 2-5 | 11:50 2-5 | 11:44 2-5 |
| 11.. | Walthour.. | 1:11 2-5 | 13:01 4-5 | 12:55 |
| 12.. | Walthour.. | 1:10 | 14:11 4-5 | 14:04 2-5 |
| 13.. | Walthour.. | 1:12 | 15:23 4-5 | 15:14 |
| 14.. | Walthour.. | 1:11 | 16:34 4-5 | 16:22 1-5 |
| 15.. | Walthour.. | 1:12 | 17:46 4-5 | 17:29 2-5 |

In the ten-mile open Matt Downey captured the prize for the first mile, making a fine spurt at the tape. The second went to Fred Goyette in an easy manner. W. G. Holbrook, got out and captured the third. Kimball got the fourth and D. Connolly the fifth. In the sixth mile Matt Downey left the bunch and tried to steal a lap. He got a third of it, but the field, headed by J. A. McNeil, got after him, and he gave it up after two laps. J. A. McNeil captured the prize. L. A. Stoughton got the seventh mile by yards, and started for a lap. He got half of it, and then Downey and Mellish dropped back to give him pace, but the referee warned him that no team work would be allowed. He followed first one and then the other, however, and captured the eighth and ninth. At the finish he was still half a lap to the good and won the mile. He was, however, disqualified for accepting pace, and Kimball was given the mile; C. S. Hollister was second, M. F. O'Brien third and Adam Beyerman fourth. Time, 24:14 2-5. The summary:

Ten-mile (open)—First mile won by Matt Downey; second, Fred Goyette; third, W. G. Holbrook; fourth, C. L. Kimball; fifth, D. Connolly; sixth, J. A. McNeil; seventh, L. A. Stoughton; eighth, Stoughton; ninth Stoughton. Final mile won by Kimball; C. L. Hollister second, M. F. O'Brien third and Adam Beyerman, fourth. Time, 24:14 2-5.

Walthour a Good Card.

It is claimed that Walthour is the biggest drawing card to-day in cycle races. At every track he has ridden this season the attendance has been record breaking. Even on the Southern Circuit—Washington, Baltimore, Pittsburg—where other prominent riders draw \$400 gate receipts. Walthour attracts \$1,200 to \$2,000 gate receipts. At Boston he draws twice as many as other riders.

NEW RECORD FIGURES

Walthour, at Charles River Park, Changes
the Complexion of the Table.

"Bobbie" Walthour, as was published in The Bicycling World of last week, swept the cycle record slate clean at Charles River Park track, Boston, on July 7. The new slate was put up in a competition with Leander and De Guichard, who early succumbed to Walthour's marvellous exhibition of stamina and speed. Walthour started in to wipe out the old records from the very start. At the mile he clocked 1:12 2-5 instead of 1:12 3-5. At fifteen miles he had bettered the old figures by 46 3-5 seconds. The average for the entire fifteen miles was under 1:10, and the last mile, 1:07, was the fastest.

| Miles. | Time of mile. | Total time. | Previous record. |
|-----------------|---------------|-------------|------------------|
| 1..... | 1:12 2-5 | 1:12 2-5 | 1:12 3-5 |
| 2..... | 1:11 4-5 | 2:24 1-5 | 2:25 |
| 3..... | 1:10 3-5 | 3:34 4-5 | 3:30 |
| 4..... | 1:10 1-5 | 4:45 | 4:50 3-5 |
| 5..... | 1:10 2-5 | 5:55 2-5 | 6:03 |
| 6..... | 1:09 3-5 | 8:14 4-5 | 8:25 4-5 |
| 7..... | 1:09 4-5 | 7:05 | 7:15 |
| 8..... | 1:11 1-5 | 9:26 | 9:37 3-5 |
| 9..... | 1:09 3-5 | 10:35 3-5 | 10:49 1-5 |
| 10..... | 1:10 2-5 | 11:44 3-5 | 12:01 |
| 11..... | 1:10 2-5 | 12:55 | 13:14 2-5 |
| 12..... | 1:09 2-5 | 14:04 2-5 | 14:37 4-5 |
| 13..... | 1:09 3-5 | 15:14 | 15:50 1-5 |
| 14..... | 1:08 1-5 | 16:22 1-5 | 17:02 3-5 |
| 15.. Walthour.. | 1:12 | 17:46 4-5 | 17:29 1-5 |

Elyria Enjoys Motorcycle Racing.

A motorcycle race was on the card arranged for automobile day at Elyria, Ohio, the day being also the anniversary of American independence. Cleveland sent a large contingent of motorists with automobiles, and there were some from other places, but only one motorcycle was on hand for the race proposed for that class of motor vehicles. Louis Miller, of Cleveland, was the sole starter, and he made his contest with the allegorical being who carries the hour-glass and scythe. Old Father Time paced off just two minutes and nine seconds, while Miller did his mile on an Indian. Mander-ville, of Elyria, won the bicycle race, mile heats, his opponent, Krum, winning one heat.

Hottenstein a Lively Novice.

Five events constituted the card for the bicycle races held on Independence Day at Vineland, N. J. Hottenstein, of Philadelphia, won the one-mile novice in 2:36 3/4, with H. Smith, of Vineland, second, and Buckler, of Vineland, third. In the one-mile open A. Morie, of Vineland, was first; Rockowitz, of New York, second; Wright, of Seaville, third, and Phillips, of Philadelphia, fourth; time, 2:32. Rockowitz was first in the one-mile handicap; Ledyard, of Camden; Koetz, of Vineland, and Smith following as named; time, 2:18 3/4. Ledyard won the five-mile handicap, with Phillips second, Morie third and Dove, of New York, fourth; time, 14:54 1/4.

NELSON AT PROVIDENCE

**Beats De Guichard Owing to Motor Trouble
—Hurley Wins Amateur Events.**

A twenty-mile motor paced match race between Joe Nelson and De Guichard was the chief dish on the menu of cycling racing sport offered the folks of Providence at the Coliseum on Tuesday evening last. For seven miles it was nip and tuck between the two great riders, but at that point an accident to the gear of the motor which was pulling De Guichard along lost him six laps. Riding unpaced with a rare burst of speed De Guichard made up two of the lost circuits, but, of course, he could never overtake Nelson, who got the verdict by four and a half laps.

In the early afternoon the management were in doubt as to whether they would hold or postpone the meet, but in spite of the conditions a good crowd turned out, and the programme was promptly gone through with. It was this doubt as to the races being held that caused the scarcity of motors. In the big race of the afternoon, while no records were endangered or in any way approached, the good, long tussle between Nelson and De Guichard made up for the lack of fast time. After all, the basis of sport is competition between man and man, and not trials against the watch. The latter are appreciated, but it takes a close race between two good ones to raise the roof.

In the other events Marcus Hurley was the brightest star, winning the two-mile handicap and the five-mile open. Summaries:

Twenty-mile match paced race—

| Miles. | Leader. | Total time. | Time of mile. |
|--------|------------------|-------------|---------------|
| 1.... | De Guichard..... | 1:44 3-5 | |
| 2.... | De Guichard..... | 3:10 1-5 | 1:25 3-5 |
| 3.... | De Guichard..... | 4:35 1-5 | 1:25 |
| 4.... | De Guichard..... | 6:00 3-5 | 1:25 2-5 |
| 5.... | De Guichard..... | 7:25 3-5 | 1:25 |
| 6.... | De Guichard..... | 8:50 4-5 | 1:25 1-5 |
| 7.... | De Guichard..... | 10:15 4-5 | 1:25 |
| 8.... | Nelson..... | 11:41 3-5 | 1:25 4-5 |
| 9.... | Nelson..... | 13:06 3-5 | 1:25 |
| 10.... | Nelson..... | 14:31 4-5 | 1:25 1-5 |
| 11.... | Nelson..... | 15:55 2-5 | 1:23 3-5 |
| 12.... | Nelson..... | 17:18 3-5 | 1:23 1-5 |
| 13.... | Nelson..... | 18:41 4-5 | 1:23 1-5 |
| 14.... | Nelson..... | 20:05 | 1:23 1-5 |
| 15.... | Nelson..... | 21:25 1-5 | 1:20 |
| 16.... | Nelson..... | 22:45 3-5 | 1:20 3-5 |
| 17.... | Nelson..... | 24:06 2-5 | 1:20 4-5 |
| 18.... | Nelson..... | 25:26 4-5 | 1:20 2-5 |
| 19.... | Nelson..... | 26:55 3-5 | 1:28 4-5 |
| 20.... | Nelson..... | 28:20 1-5 | 1:24 3-5 |

One-mile (handicap)—Won by Thomas Norton, Providence (65 yards); Hubert Martin, Providence (scratch), second; C. Gifford, Providence (50 yards), third. Time, 2:07 2-5.

Two-mile (handicap)—First heat won by Thomas J. Norton, Providence (200 yards); C. Gifford (250 yards), second; Marcus Hurley, New York (scratch), third; C. L. Hollister, New York (60 yards), fourth. Time, 5:50 4-5.

Second heat won by E. S. Collett, New Haven (60 yards); Walter Smith, New York (60 yards), second; Fred Partridge, Medford,

Mass. (60 yards), third; Ernest Butterworth, Providence (60 yards), fourth. Time, 5:10 1-5.

Final heat won by Marcus Hurley; C. L. Hollister, second; E. S. Collett, third, and Thomas J. Norton, fourth. Time, 4:39 3-5.

Five-mile (open)—Won by Marcus Hurley; Fred Ernst, New York, second; E. S. Collett, New Haven, third, and J. E. Achorn, New York, fourth. Time, 13:21 2-5.

Won With Broken Collar Bone.

Revere, Mass., July 11.—Despite a broken collarbone Hugh McLean beat Joe Nelson in the twenty-mile motor paced race at the Revere Beach track to-night. McLean started in the lead, and when about four laps ahead in the fifth mile the rear tire of the motor exploded, and McLean, with Densler, his pacemaker, went rolling down the steep incline of the track. McLean fractured his collarbone, but, disregarding the injury, procured another wheel, and with his spare motor started after Nelson, who



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

was then two laps ahead. He overtook Nelson in the tenth mile, and finished ten laps to the good in 25:29 2-5. Nelson's motor burst the rear tire in the last mile and he finished the race unpaced.

Minneapolis Skater Won.

The closing day of horse show week at Minneapolis, promoted by the Riding and Driving Club of that city, wound up at Hamline on July 8 with a series of automobile races and a five-mile motorcycle race. The five-mile race brought out five men, including the famous skater John Nilson. From start to finish Nilson led the procession, the runner up being Victor Stromquist. Summary:

First, John Nilson, 1¾ Warwick, 8:05; second, Victor Stromquist, 2½ Auto-Bi, 8:08; third, N. Roders, 2½ Marsh, 9:22; fourth, F. J. Brucher, 2 Holley, 9:53.

In the concluding volume of his work on life and labor in London Charles Booth, when dealing with intemperance, remarks that "with clerks the greatest preventive of drink has been the bicycle."

CANADIAN CHAMPIONSHIPS

Contested at Vancouver and Fall to Morton of Toronto—Track Slow.

William Morton, of Toronto, holds all the Canadian amateur bicycle championships, having successfully maintained in the contests recently held at Vancouver, B. C., the supremacy won the previous year. This was the first, and probably the last time, for the annual race meet of the Canadian Wheelmen's Association to be held at Vancouver. The virtually unbanked quarter-mile cinder track was heavy and slow, and the best time made was 2:21 4-5, in which W. Anderson, of New Westminster, won the handicap mile open from the 85-yard mark, Morton, who went from scratch, finding himself handicapped by a loose crank. Morton showed up all right in the amateur open events and championships, and had things practically all his own way. In the professional class C. Boidi, the former Italian champion, and now of Australia, had easy honors in a field of but four riders, Frank J. Cotter, of Olympia, last year's Pacific Coast and British Columbia champion, being ridden off his feet. Cotter claimed lack of condition and promptly challenged Boidi to a match race within thirty days, which challenge was as promptly accepted.

The meet was reminiscent in that among the events were half-mile and one-mile races for the high wheel championships. The former was won by W. Carl in 1:42 3-5, while T. Littleton, with fear and trembling, went the mile in 4:13 3-5, at the head of the procession. About 6,000 spectators were present.

On the evening preceding the meet an enthusiastic welcome was given to Louis Rubenstein, of Montreal, the official referee of the meet. This was a postponed affair, as rain had interfered with the holding of it on the evening of Mr. Rubenstein's arrival. The arrangements were under the auspices of the Vancouver Bicycle Club, the citizens co-operating to the extent that the business streets were illuminated for the parade of the automobiles, motorcycles and bicycles, which constituted the leading feature of the demonstration.

Good Card at Belleville.

At the Hillside track, at Belleville, N. J., on Sunday the second bicycle meeting under the auspices of the National Cycling Association will be held. Such well known men as Frank Kramer, Marcus Hurley, Iver Lawson, W. S. Fenn, Lloyd MacFarland, E. F. Root, George Schreiber and "Teddy" Billington are entered in the contests. Many folks don't know that Belleville is an outskirt of Newark. A good Sunday outing would be a cycle ride through the Oranges with a wind up in the afternoon at Belleville.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

WALTHOUR'S CLOSE SHAVE

Tried Champion's French Motor and did not Know how to Stop it.

Bobby Walthour, the crack cyclist, had a thrilling experience last week at the Washington (D. C.) Coliseum, which, but for the presence of mind and cool courage of Albert Champion, might have resulted fatally.

Walthour, Leander and Butler, who were to take part in a motor-paced meet at Washington, with Howard Freeman, who was making a flying visit there, and the pace-makers Champion, Turville and Saunders, went to the bowl early that morning so as to put in a good morning "workout" before the sun began to scorch the wooden track. Champion led the way first, with Leander following him, and they reeled off five miles in record time. Champion was mounted on his four-cylinder machine, a very complicated piece of speed mechanism, and requiring an intimate knowledge of its parts such as only Champion possesses in order to operate it safely.

When they had finished Champion and Leander went to the training quarters to have their rubdown, and Champion left his motor resting against the line of boxes on the south side of the track. It was Walthour's next turn at practice, and he had been patiently waiting until Champion finished his pacing. His own pace, Turville, had not yet come up from the quarters, and Walthour, when the others departed, took a few turns around the bowl and then, tiring of the unpaced riding, he took his seat in the box next the Champion motor and prepared to wait for Turville.

Walthour is not a good motorman—few pace followers are—but heedless of the fact he took it into his head to take a spin on the Champion machine. He jumped on it, turned the speed lever and started off at a break neck gait around the track. Champion hearing the "chooing" of the motor, and recognizing the sound as coming from his own beloved machine, hurried up half dressed from the quarters, and as Bobby went flying by he shouted to Walthour to stop.

Walthour laughed at the fiery Frenchman and, believing that he was the master of the machine, he turned on more speed, and the big single went around the bowl at a gait that made Walthour look like a squirrel in a cage. Meantime, the other riders, not knowing what was happening, but hearing the shouting, came upon the track and joined their voices to Champion's, as they realized that Walthour was doing a perilous feat.

The fair haired Bobby, by this time impressed by the vigor of their warnings, decided to stop the motor and bring it back to its post. Then it was that he manifested his ignorance of the Champion single, which threatened to cost him his life. The lever which he supposed controlled the speed did

not respond to his touch, and despite his efforts to slow down the great motor continued its flight around the bowl. It took several laps to make Champion and the others comprehend that Walthour could not manage the motor and that he was unable to halt it. The information caused the greatest alarm and excitement. Champion and the others were almost overcome with consternation. But the Frenchman regained his wits first. "Hold on tight!" he yelled.

Bobby was plainly getting rattled and the others feared he would try to jump.

Champion ran to the training quarters, and, finding Butler's pacing machine tuned up in readiness for Nat's workout, he hurried it out and jumped on, letting out the speed.

Then began a pursuit race without a par-

side, but they went the circuit many times before Champion dared to go close enough to the other to accomplish his intention. Then, when he was certain that he was going at the identical speed of the runaway, he leaned over to Walthour's motor and pressed the correct lever. At once the roar of the motor lessened, grew more and more subdued, and finally, after five or six more laps, the Walthour machine was brought down to a stop and Walthour was helped off.

Champion was warmly congratulated by the other riders, and they confessed they did not know what to do till they saw him rush out the Butler motor and begin his pursuit.

Bobby does not mind acknowledging that he was pretty nervous and at one time on the verge of becoming rattled.



A MINNEAPOLIS MOTORCYCLE RUN.

allel in motor racing. Champion had determined to overtake his own machine and save Walthour. Luckily for the latter the Champion motor was not going at full speed or he could not have been saved except by staying on till the motor ran out of gasoline, which would not have happened for a long time.

Around went Walthour, his face pale and his blond hair flying in the wind. After him came Champion, grim and determined, and gauging the relative speed of the machines preparatory to the coup he proposed. Around and around they circled, the Walthour runaway maintaining its lead, but Champion, little by little, and with much caution, increasing the speed of the pursuing motor. At first, almost imperceptibly, he gained on the other, and then, giving the motor more lever, he crept up faster. By this time they had gone a number of miles in their circling race and Walthour was growing dizzy. It was a perilous time for him, and he realized it fully, he admitted afterward. Champion increased his speed, and the two motors were brought almost side by

When the Sun Overcomes.

With the hot weather a warning at the danger of overexerting one's self in the heat of the day may be timely. The fatigue and heat combined may bring on throbbing in the head, with faintness, which culminates in sunstroke. Riding fast under a blazing sun tells upon most men, and is particularly dangerous to those of mature age. Should any such riders come across a case of sunstroke, remove the patient to a cool place, apply cold water, or, if obtainable, ice to the head, loosen the clothes, particularly about the throat, but do not use stimulants.

A Cycling Statesman.

Assistant Secretary of State Adees is a cyclist who would no more miss his regular rides than he would go without his breakfast. He recently returned on the Kronprinz from his annual European bicycling tour. He went abroad on April 16 on the Moltke, and toured more than 1,600 miles, principally over the roads of France. He also visited Switzerland.

Ball Head Strains.

A point about cycle design which does not always receive the attention it merits is the arrangement of the ball bearings of cycle heads. There appears to be an idea that almost any shape of cup will do for the bottom ball races. The exact contour of the top races is not a matter of very great importance, as these have only to bear a side thrust and not a very severe one at that. Experiments have shown that when a cycle stands at rest with a load equivalent to the load it will generally carry, there is a decided thrust on the back of the top ball-bearing in a direction at right angles to the axis of steering.

When the machine commences to move forward this thrust gradually decreases with the speed until a velocity is reached where the column tube is actually in equilibrium between the front and back of the top bearing, which is practically at this point doing no work except supporting the columns sideways. As the speed increases beyond this point there is actually a pressure on the front of the ball race due to the resistance of the road surface to the front wheel and also to the fact that the machine is a rear driver. This action does not take place in the case of front-driving cycles of the usual type. Now, the whole of the weight of the machine, or what part of it is allocated to the front wheel, is taken by the bottom ball race, which has to meet not only this strain, but also an alternate forward and after strain, according to the speed travelled. This forward or rearward strain on the bottom ball bearing, coupled with the weight it has to carry, and the road shocks which it has to resist, may, if the curves of the ball race are not carefully designed, result in a most powerful wedging action tending to stretch the column tube.

This has been discovered too late in many cases. Cyclists have found their heads continually getting loose, and have continually adjusted them, with the result that this wedging action between the two cups and the balls has been encouraged, and each time the adjustment has been made the column tube has been stretched a little, with the result that eventually it has become fatigued, a state of affairs which, at that particular part of the structure, will eventually result in fracture. Whenever a case comes into the repair shop where a rider complains that his cycle head is constantly becoming loose, the repairer should look to this apparently simple part of the machine and see that bottom ball races are fitted having the correct curvature.

Some years ago a well known designer exhibited a diagram of the curvature of ball races for the bottom of head bearings, which were, and were not, subject to this strain, at the same time pointing out the great evil which would result from faulty design in this part of the machine. It is interesting to note that theoretically the curve of the bottom ball race should vary with the differing heights of heads.

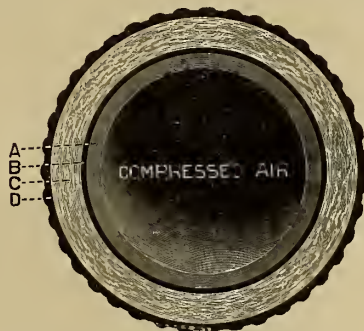
Goodyear Co.'s Golf Ball.

Whatever is made of rubber is held by the rubber manufacturer to be just in his line. It is this fact that led the Goodyear Tire & Rubber Co., Akron, Ohio, to turn their attention to golf balls, with the result that they have placed on the market a patented ball which embodies the pneumatic principle, and is attracting widespread attention from golfers.

The ball is, of course, radically different



from others in principle and construction, and is highly charged with compressed air, which gives it great resiliency, making it exceedingly "lively" when subjected to the impact of a heavy blow, as in driving. Lively balls have become the popular thing with golfers of late years, and a unique feature of the Pneumatic, as it is styled, is that, in addition to its liveliness in driving, it embodies the apparently contradictory but extremely desirable characteristic of deadness in putting, as the shell or wall of the ball is practically rigid under the light blow of a putting stroke, while under heavy blows



A, air retainer; B, jacket for air retainer; C, wound fibre wall; D, tough cover.

it is depressible, thus bringing into action the extreme resiliency of the compressed air.

Another claim made for the Pneumatic is that it is non-gashing. It is provided with a special tough cover that is particularly well adapted for withstanding the usage to which the balls are subjected. Hence topped iron shots, which hack and gash other balls, do not cut into the Pneumatic.

For \$1,000 a Side.

Joe Nelson and Basil de Guichard rode their twenty-mile motor-paced match race for \$1,000 a side on the Coliseum track, Providence, R. I., Monday night. Nelson led De Guichard at the finish by four and a quarter laps, winning the race in 28:20 1-5.

The Good it Does.

The recent motorcycle competition, the riders in which passed through this city the other day, is of special interest locally because of the prominent part Springfield has taken in the evolution of this new industry, but the results of this and of other contests of the same sort will be watched carefully by enthusiasts and by doubters everywhere, says the Springfield Republican. The test is of a much more sensible and valuable sort than a mere race would have been. Every one knows that the speed of a motorcycle is somewhere between that of an express train and that of a bullet. What people want now is not to know how fast it can go, but to know all the different kinds of things that are likely to happen to it, and how they can be prevented. The public has spent too much time at motor paced bicycle races to be oversanguine. If a crack new machine fresh from the factory, chosen for speed and jockeyed by the best mechanics available, cannot be brought up to the starting line in fit condition for a twenty minute rate on a polished board track, what is likely to happen to the amateur making his way across country over all sorts of roads and in all kinds of weather? The frequent exhibition of the motorcycle during its experimental stage has very naturally created a distrust, and those who are interested are going to work in the right way to remove that distrust by substituting tests of endurance and reliability for exhibitions of reckless speed.

Inaccessible Motorcycle Parts.

Inaccessibility to parts which frequently need repair is the bugbear of motorcycle repair men; the lack of design in some machines is a disgrace to the designers, accessibility being the last thing considered. Nuts and bolts in awkward corners which can only be reached with a hammer and chisel; piping and other connections which necessitate dismantling a considerable portion of the cycle in order to get at them. Of course, it is granted that the mechanism of a motorcycle must necessarily be compact, and that some of those now on the market are irreproachable in that respect, but many difficult repair jobs are caused by either ignorant or careless design, and therefore are simply inexcusable.

Knocked out a Tooth.

In spite of its musty odor—perhaps chiefly on account of its antiquity—this story of a smart youth is worth retelling: Anxious to get more speed out of his machine he reduced the nine toothed rear sprocket wheel by knocking off one of the teeth! Now, oblivious of the fact that one tooth is two inches instead of one from its neighbor, he declares that with "his reduced gear" his machine is much speedier. It would be a pity to disillusionize this smart young man.

"The Motor: What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

Daytonlans Attractive Club House.

The Dayton (Ohio) Bicycle Club members celebrated the Fourth by taking possession of their new summer home at West Milton, a short distance outside the city. The new home will afford the members comfortable quarters for the hot season, for convenient to it are facilities for bathing, boating, golf and the various outdoor sports. The clubhouse, which is tendered the boys through the courtesy of Mr. E. C. Spring, superintendent of the D., C. & P. road, is a stone structure of ten rooms, with a spacious porch, the clubhouse being quite attractive architecturally and an inviting place to spend the evening. The structure contains a dining room, bathrooms, a reception room, a smoking room, a kitchen and three bedrooms, and has all modern conveniences. The furnishings are simple, as befits a country residence. The grounds about the building have electric lights strung upon the trees, making a beautiful effect.

Adjoining the clubhouse is Edward's Park, and of this the members have free use. There are here facilities for boating, with plenty of boats, bathing, golf, tennis and all kinds of athletics, making the spot an ideal place of summer residence. The club celebrated the inauguration of their new home with an elaborate club dinner, music and fireworks. Among the club's members are many of the most popular and successful young men of the city.

To Tell Your Speed.

To calculate the speed of your cycle, first find the number of revolutions of the crank in a mile. This may be found by counting the number between two milestones, or by multiplying the gear of the machine by 3.1416, and dividing into the number of inches in a mile. Having found the number of revolutions per mile, the rest of working resolves into a simple-proportion sum. Thus, if the number of revolutions equals 300 per mile, then at 60 miles per hour there will be 300 revolutions in 60 seconds, or 60 revolutions in 12 seconds, and, therefore, the number of revolutions of crank in 12 seconds will give the speed in miles per hour. Since—300 : 60 :: 60 : 12.

Many Motorcycles in Ireland.

Among the multitude of motor cars in and around Dublin during the Gordon Bennett fortnight, the large number of motorcycles was a noticeable feature. A big percentage of them were ridden by local owners, and it was very evident that even if Ireland, according to repute, is somewhat slow, motors, and motorcycles especially, have got a hold of the Irish public.

G. H. Batchelder Wins Pursuit Race.

A motorcycle pursuit race was decided at Lawrence, Mass., on the 4th inst., the competitors being F. S. Perkins, R. P. Kidder, G. H. Batchelder, J. Mahan, Emery Soule and Charles Mack. It furnished quite a struggle, with Batchelder winning first honors.

Topeka Cyclists' Grievances.

Topeka, Kan., July 4.—The cyclists of this town want a new ordinance passed which will permit them to ride on the sidewalks, especially in streets in which there is no paving.

Last night a crowd of staid business men met in the rooms of the Topeka Athletic Club to protest against the city ordinance which requires them to ride in the street, even where there is no paving, barring them from the sidewalk. They complain also of their treatment by the carriage drivers and the automobilists and the telephone companies, which throw glass on the streets.

It was finally determined to draw up an ordinance embodying a request for the privilege of riding on the sidewalks, and to present this to the City Council. P. H. Forbes, John Dawson and Fred Slater were appointed to draft the ordinance. It is presumed that most of the 2,000 owners of bicycles in Topeka will sign the petition to have this ordinance passed.

Omaha Man's Racing Plans.

Plans are being considered by Louis Flescher, of Omaha, Neb., to run a series of bicycle, motorcycle and automobile races, either on the track of the Council Bluffs Driving Association or of the Omaha Driving Association. There are a number of motorcycles in Omaha and Council Bluffs, many of them capable of high speed, and in competition they should make pretty good sport. The motorcycle race will probably be five miles in length, and the bicycle races will be one, two and three miles. The list of entries in these events promises to be quite large, as there are a number of outsiders from Iowa and Nebraska, and there may be a series of shorter races if the owners desire it.

New York Club Incorporates.

The New York Motor Cycle Club was incorporated at Albany last week, to promote the general interests of motorcycling. The directors are Ernest J. Willis, Ernest B. Ferguson, Frank J. Ray, Henry H. Glade, Will R. Pitman, M. E. Roepal, R. G. Betts and Hugh Bendix, all of New York.

The club is active, having this year promoted, in addition to a number of runs, a hill climbing contest, and, in conjunction with the Metropole Cycling Club, the recent endurance run from New York to Worcester and return.

Worries German Makers.

The drawback question, involving the requested return of import duty on all exported goods manufactured from imported raw materials and semi-manufactures, is seriously disturbing the peace of the German Manufacturers' Association. Unless German exporters can get these duties remitted the trading conditions become so unfavorable that competition with other nations is made quite impossible. An urgent remission is therefore claimed.

Frightened by Shadows.

Many riders over rural and suburban roads in time become possessed of a peculiar nervousness that is common to all locomotive engineers—they are afraid of deep shadows, not knowing whether the dark spots that they see ahead across their paths are merely shadows or are in reality substances of which they should beware. Indifference has caused many bad troubles, and overconfidence has broken many wheels. Riding by moonlight is a great pleasure only when the moon is directly overhead and creates no shadows. At other times caution is necessary.

The old locomotive engineer would rather follow the glare of his headlight through cuts and across country on dark nights, so far as his feeling of safety is concerned, than to trust to the most brilliant and full moon that ever shone. The headlight throws a glare dead ahead and discloses all that is upon the roadbed. The moon causes shadows to fall across the track at all angles, and many accidents have been caused by taking for shadow that which was substance on nights when the moon was so bright that the glare of the headlight could not be perceived. Cycle riding, in this respect at least, is not very different from locomotive riding.

Seattle's Marvellous Machine.

A familiar sight on Seattle, Wash., streets is what is termed a Companion bicycle, the property of J. W. Bennett. The Companion is really the frames of two bicycles firmly fastened together and so adjusted that each rider's handle bar will share in the control of the steering. Though almost identical with two bicycles running side by side, there are said to be only two wheels to the machine, and the riders balance each other. The weight of the riders is immaterial to the operation of the bicycle, as two persons of different weights can ride as well, it is claimed, as two that balance on the scales.

Tows in Tired Riders.

A Seattle, Wash., Good Samaritan, as well as an enthusiastic rider, is F. M. Spinning. Every holiday he takes a turn about the paths and other interesting cycling roads near the city, and there is hardly a run that he is not one of the wheelmen. He now rides a motorcycle, and he is often seen with one or two tired riders in tow, it being his practice to keep a watch for the lagging ones and pull them home.

Nelson Wins Handily.

Joe Nelson, Basil de Guichard, Will Stinson and Nat Butler contended in a twenty-mile motor-paced race at Charles River Park, Boston, last Saturday night, Nelson winning in 26:26 3-5, with De Guichard a mile behind in second place. Stinson was only twenty yards behind the French lad, and Butler trailed in half a lap behind Stinson.

Of 3,101 automobile licenses issued by the New Jersey Secretary of State 399 are for motorcycles.

~ BIG INDIAN ~

Heap Much Victory

THE INDIAN MOTORCYCLE AGAIN DEMONSTRATES THAT IT IS THE FASTEST AND MOST RELIABLE MOTORCYCLE IN THE WORLD

Geo. M. Hendee on an INDIAN covered 394 miles from New York to Worcester and return in the Motorcycle Endurance Contest with a perfect score—

Winning the **ONLY GOLD MEDAL** Awarded to the Contestants

Geo. E. Pieper, of Brooklyn, N. Y., on an INDIAN scored 1,000 points, winning a Silver Medal.

Geo. N. Holden, of Springfield, Mass., on an INDIAN rode 394 miles from New York to Worcester and return in 19 hours 57 minutes actual riding time averaging 19.7 miles per hour.

Mrs. Eva M. Rogers, of Schenectady, N. Y., on an INDIAN rode from New York to Meriden, Conn.—which is the first century covered by a woman motorcyclist.

There is no Motor Bicycle as good as the INDIAN and we are prepared to prove it at any time.

The Name **HEDSTROM** Is on All INDIAN MOTORS

— Send for Catalog —

HENDEE MFG. CO. = Springfield, Mass.

The Week's Patents.

732,957. Pedal Attachment. Lester O. Peterman, Muscatine, Iowa. Filed October 23, 1901. Serial No. 79,674. (No model.)

Claim.—A pedal attachment formed of a piece of sheet metal comprising the body portion having one end bent downward at right angles to itself and the remaining end provided with the struck up portion or lip 9 for the purpose specified, in combination with laterally-extending loop sections one of which is provided with a slotted opening adapted to receive the free end of the other section whereby the attachment may be anchored in place upon the pedal, all combined substantially as specified and for the purpose set forth.

733,014. Bicycle Repair Plug. David H. Cox, Jr., Rahway, N. J. Filed March 27, 1903. Serial No. 149,886. (No model.)

Claim.—A tire-repairing plug having a stem oblong in cross section, the walls of the stem being substantially straight and at an angle to each other to afford a space between the walls of the stem and the puncture for the reception of a bonding agent.

733,178. Dry Battery. Eugene M. Fishel and Marcus H. Moffett, Cleveland, Ohio, assignors to National Carbon Company, Cleveland, Ohio, a corporation of New Jersey. Filed April 14, 1902. Serial No. 102,707. (No model.)

Claim.—In a dry battery, in combination, a metallic case, a plurality of electrically connected cells carried therein, packing surrounding said cells, a metallic cover sealed to said case and having two holes through it,

wooden members secured to said metallic cover on the inner side thereof covering said holes, a sealing material in the space between the cover and cells, and binding posts serving as terminals for said cells secured to said wooden members and passing through the holes in the cover.

Care of the Belt.

Belt troubles are in many instances traceable to the want of knowledge on the part of the user. Do not treat the belt to continual dosings of specialties in the form of so-called anti-slip dressings. This may do good for a time, but will only act as a temporary cure. When the belt is slipping do not jump to the conclusion that it must be shortened, but detach and thoroughly clean it from all dirt. This can be done with a tooth brush, which should be carried for the purpose, and gasoline, and the surface of the belt scraped clean with a blunt knife. Lastly, an occasional dressing of castor oil well rubbed in the belt overnight will do good and keep the leather pliable. Above all, always remove the belt from the bicycle when resting for a period; this allows the leather to lose its stretch.

"A. B. C. of Electricity."

"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

Motorcycle Racing at Lowell.

Motor bicycles furnished sport for the people of Lowell, Mass., on Independence Day, but the racing as such was not highly successful. It occurred on the Fair Grounds, and there were two events. A five-mile motor-paced contest was won by Louis Dion, paced by John Morin on an Orient. He defeated Clarence Bachelder, his opponent, by about a quarter of a mile.

Five starters were in a five-mile Australian pursuit race, and Batchelder was the only one in it at the close. He rode an Indian. Kidder, on a Marsh, dropped out at the end of the first half mile; Findel, on a Warwick, yielded to a broken guard at the first mile; Emory Soule, on an Orient, broke his spark plug, and Fred Perkins had trouble with the chain of his Indian during the third mile.

Method of Treating Carbide.

A method of passing calcium carbide through a process which preserves it from atmospheric influence, yet does not interfere with its power of emitting gas when brought into contact with water, has been invented by an Englishman. The advantages claimed are (1) great economy, (2) safety in transit, (3) can be left exposed to the air for a reasonable time without deterioration, and (4) when so exposed absolute freedom from odor.

If you have not yet received a copy of The Bicycling World's twenty-fifth anniversary number it is not yet too late.



We conceived the idea of Spring Seat Post. Made one. It was pretty good. Didn't satisfy us, though. Tried again. Better results. Combined thoughts and efforts. Results:

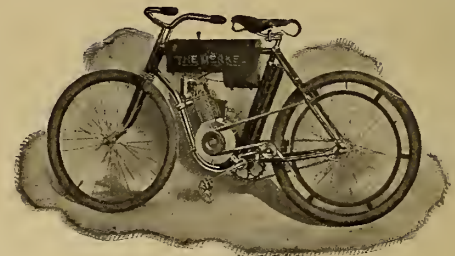
Smith's Two-Roller Spring Seat Post.

Satisfactory. Try one and be convinced. One sells hundreds—Our Riders know why.

D. P. HARRIS, 48 Warren St., New York, Eastern Agent.

JOS. N. SMITH & CO., Detroit, Mich.

The MERKEL

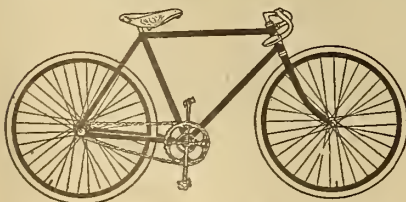


Not the fastest motor bicycle, but the most practical and most reliable one and fast enough for any normal man—the kind we appeal to.

Our catalog will inform you regarding its many remarkable and exclusive features.

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The FOWLER, The MANSON, The SHERMAN.

WE MAKE OUR OWN WHEELS. They are known the world over. They have always given satisfaction.

WE SELL THE BEST BICYCLES THAT RETAIL AT \$25.00.
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We have always made these three grades and values, and we shall keep on making them. Our bicycles are unquestioned for durability and for speed qualities. We have ample capital and increased facilities. New Models for 1903.

Write for Catalogue and apply for Agency NOW.

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241-249 South Jefferson Street, CHICAGO, ILL.

We're forced to build the best bicycles possible.

Rochester is recognized as one of the wheeling centers of the country and a large riding public is naturally a critical buying public.

MORE THAN HALF OUR OUTPUT IS ABSORBED AT HOME.

The other half is distributed among a few wise dealers who recognize a good thing and stay with us year after year.

Do YOU wish to be one of them?

APEX WHEEL CO., Rochester, N.Y.

Chicago's View of the Revival.

Sound the tocsin! Beat the drum—beat the band—beat any old thing! The oldtime cyclists announce that they are "alive." John Siman, George Greenburg, Chris Sinsabaugh, Sol Hess, F. D. McGuire, Si Mayer and others, whose names used to be set in capitals in the daily papers during the cycling era, have found their wheels in the basements and have blown up the tires. They are spoiling to get out on the road again to pedal through dust and take headers into dry ditches. "An outing now and then is relished by the best of men" is their slogan. This committee has stirred up the enthusiasts, and expects to have a large "bunch" at the St. Paul depot next Saturday, when the annual outing will be begun by a trip to Pistakee Bay, where Joe Gunther, who was prominent in cycling in 1857, will give the wheelmen a good time. Si Mayer, 1662, lives at No. 525 Cleveland avenue, and he wants to hear from all the other oldtimers, providing they date back to the eighteenth century, so as to figure on the accommodations to ask for at the lake. Besides fishing, a baseball game, swimming, etc., at the lake there is to be an annual banquet July 12, with speeches from the wheelmen of mediæval times. There will be a hayrack party to George Greenburg's place at Antioch. Greenburg was a

consul in the cycling administration soon after London was founded, and is well qualified to sing that little ditty: "Who Punctured Brother's Tire with an Axe?"

The best feature about the outing is that wheels may be carried in the head and used only when the "bunch" arrives at Pistakee, if the old cyclists so desire. That saves the long and dusty rides over hills.—(Chicago Post.

Cyclometer's New Uses.

A genius of Lynn, Mass., who has access to the editorial columns of the News, an engine which creates and then guides the public opinion of that shoemaking community, has been making a study of the cyclometer and has discovered new uses and possibilities for the little mileage recorder. According to this profound thinker, the cyclometer is bound to play an important part in fields not at present suspected.

For instance, the Lynn police have fitted their patrol service with cyclometers, and this leads the Lynn man to point out that the cyclometer may in time play an important part in criminology. In the annual reports of police departments there might, if the cyclometer were in general use on patrol wagons, appear an item showing the number of miles travelled during the year, and, as

police activity is the measure of crime, the moral pulse of any community might be accurately gauged through this record.

Carrying the idea still further, their annual "patrol wagon" mileage might be compared, the one city with another, and thus the annual sum total depravity of the various communities could be compared. For instance, if the Lynn yearly record has 21,000 miles and the New York "police mileage" three billions, the comparative purity of Lynn and the comparative general cussedness of New York could be nicely gauged. In that way, too, one would have "a record," and attempts could be made to reduce it, just as boards of health work to reduce the death rate. In brief, the cyclometer would become a moral force. Altogether the Lynn man has hit upon a pretty idea.

More Minneapolis Paths.

Minneapolis, which is already richly endowed with cycle paths, is not behind in adding new ones to the present cycle path scheme. The City Council of Minneapolis has a special committee which has jurisdiction over this work. At a recent meeting of this committee considerable new cycle path mileage was ordered to be constructed.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. *43

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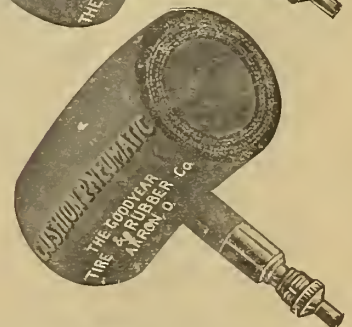
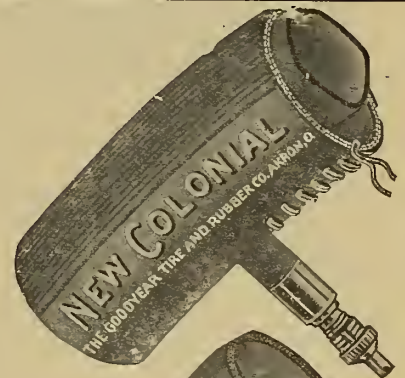
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PRICE WILL SURPRISE YOU.

Season's output of this tire will be limited, Better act early, if interested.

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15 cents per line of seven words, cash with order.

FOR SALE—Holley Motor Cycle in perfect order with three important improvements added. First offer of \$125 takes it. **LEAVENWORTH AUTO COMPANY**, Leavenworth, Kansas.

FOR SALE—At pleasing prices; 50 Splitdorf motorcycle coils made under the original and unapproachable Emil Hafelfinger formula; also 50 Hafelfinger motorcycle carburettors, adapted to motors up to 2½ h. p.; in use four years with un-failing good results. **WILL R. PITMAN**, 1904 Broadway, New York.

FOR SALE—1903 new 3 horsepower motorcycle, \$115.00. **F. B. WIDMAYER**, 2312 Broadway, New York City.

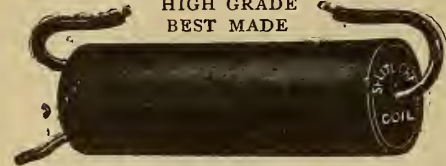
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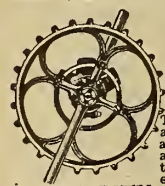
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WHY?

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There is nothing that gives more value for
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The only chain having **Frictionless
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72 Elm Street, **ROCHESTER, N. Y.**

You all know what the diamond stands for among
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occupy the same plane among tires.

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Special Stampings

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Motor Equipment,

Applicable to any Motor Bicycle.

**THE A. CLEMENT CYCLE MOTOR
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ATTENTION BICYCLE DEALERS

**Black Diamond and Rochester
GUARANTEED TIRES**

give the best satisfaction and afford you a nice
profit Write us for prices.

The SIDNEY B. ROBY CO., Rochester, N. Y.,
Jobbers of Cycle Supplies.

Sealed Motorcyclists' Machines.

Now that the new Minnesota law has gone into effect and is being enforced, motor cyclists are realizing that they, as well as automobilists, are affected by it. State Boiler Inspector Johnston has begun his campaign in Minneapolis against the machines upon which the license numbers are not exhibited as required by law, and his action has entailed some inconvenience and annoyance.

The motor bicycle of B. B. Bird had no license on it, and Johnston proceeded to fasten the wheels with a wire sealed with the State seal. Appeals and protests on the part of Bird failed to move Johnston to release it, and it remained sealed until he promised that his license No. 55 would be at once placed upon the vehicle.

Inspector Johnston says that it is his intention from now on to place his seal on every machine that he finds without the license number, and as the law provides a heavy fine for the breaking of one of these seals this will be no trifling matter.

"The Motor: What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

.....1903.....
HOLLEY MOTOR CYCLES

ARE FITTED WITH

LONGUEMARE CARBURETTORS.

List Price, \$225.00.

Special Net, \$150.00.

Prompt Deliveries in Limited Quantities.

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Lubricates,
Polishes, Cleans,
Prevents Rust.

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ALL ROADS ARE EASY WHEN THE



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RETAINER**
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With millions in daily use, it has stood the test for more than five years, and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

THE STAR BALL RETAINER CO., Lancaster, Pa., U. S. A.

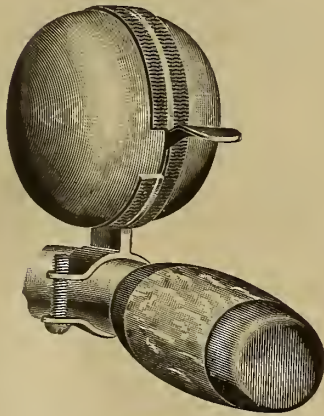
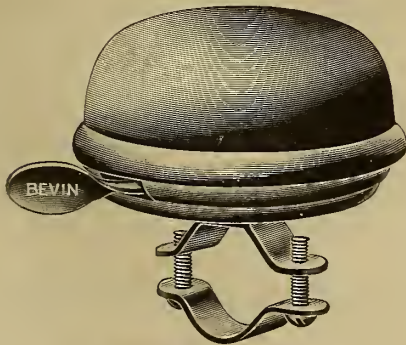
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NAME

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to the trade as the chimes of

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The reason is plain—our policy,
prices and methods have always
been of the kind that appeal to
all fair-minded men. We will
endeavor to continue in the
future as in the past. . . .

Use and Abuse of Hacksaws.

Most foremen and workers in charge in repair and other shops are constantly worried with the rapid way in which hacksaws disappear. These useful little tools are among the quickest to get broken, and constant applications are coming from all parts of the shop for renewals. At first sight it may seem a little matter, but on consideration the amount wasted at the end of the year is excessive, and is constantly getting those in charge into hot water. Some years ago, when very thin gauge tubing was in vogue, hacksaw blades seemed to fly and were broken almost as soon as they were put into the frame. The reason for this was that the teeth on the blades were too coarse. The point of the tooth, instead of getting hold of the surface of the work, got underneath it, owing to the length of the tooth being in many cases greater than the thickness of the tube being sawn. This difficulty could be obviated by grinding down the teeth of the blades on the grindstone. Afterward the manufacturers, discovering the difficulty, put on the market saw blades with much finer teeth, with the result that the trouble was largely eliminated. Nevertheless, saw blades even now break much too often, and this is frequently due to careless handling on the part of the workmen.

It is surprising how many men in cycle workshops are not capable either of using a saw properly or handling a file in such a way as to produce a flat surface. On many jobs, such as cutting tubes of big diameter, and very thin gauge, it has often, with a careless workman, been found an advantage to turn the blade round in the saw frame, so that the cutting stroke is taken as the workman draws the saw toward him. If a workman is too careless to keep his saw frame running straight on the outward stroke, this arrangement prevents him doing any injury on that stroke, while the mere act of pulling the saw back, even though he be careless, will tend to keep it running true on the cutting stroke.

Good Roads and Cycles.

The number of cycles in France last year was a million and a quarter, or ten times more than in 1895. Roughly speaking, the number of cycles has increased by 125,000 yearly for some years. Cycles are most numerous in the Department of the Seine, especially round Paris; but they are plentiful in all the north of France and down the Valley of the Rhone, and along the Mediterranean. In fact, the quality of the roads and character of the country seems to affect their number. In the central mountains of Auvergne, in Brittany—the Landes, La Vendee and Alps—they are least common.

Walthour Annexes a Record.

A new record for five miles was made by Bobby Walthour in the paced race at Pittsburg on June 26. In the third heat, when he defeated Mettling, he rode the distance in 6:06. This is three-fifths of a second lower than the former record.

No Bicycle

IS OF THE

HIGHEST GRADE

WITHOUT THE

Cushion
Frame.

HOW

can a bicycle be of the
highest grade when it
makes no provision or
only half provides for
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scription for . . . 154 NASSAU STREET, NEW YORK to interest you.

NEVER LEAK

STOPS LARGE PUNCTURES.

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TIRES. Suits now pending.

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If you ride or sell,
or intend to ride or sell
motor bicycles

"Motocycles and How to Manage
Them"

is the very book you need.

Every page teaches a lesson. Every illustration
"speaks a piece."

And there are 126 pages and 41 pictures, too

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| | "Chicago" Special Via Lake Shore. | "North Shore" Special Via Mich. Cen. |
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| Lv. Boston | 10.45 A.M. | 2.00 P.M. |
| Due Albany | 4.10 P.M. | 7.35 " |
| " Syracuse | 7.55 " | 11.25 " |
| " Rochester | 9.45 " | 1.15 " |
| " Buffalo | 11.40 " | |
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"Chicago Special" has through Buffet Library Smoking Car
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AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, July 25, 1903.

No. 17

TO "BE BIG OR BUST"

Underlying Causes of Marsh Failure—Receiver Operating Plant With Small Force.

Horace E. Swift, the receiver of the Motor-cycle Mfg. Co. of Brockton, Mass., is operating the factory with a modest force of some fifteen or sixteen men. He designs to make up a sufficient number of machines to supply the orders on hand at the time of the failure.

The figures involved in the failure prove to be much larger than was generally anticipated. The liabilities are placed at \$60,553 and the assets at \$48,599.

That the Marsh brothers themselves did not expect the crash was evidenced by the fact that at the time of the trouble they had a representative abroad seeking to effect a foreign connection. This representative, S. H. Hancock, spent several weeks in London and was well received. He got in touch with at least two important concerns and secured an option on space at the Stanley show. He returned on the Campania on Saturday last, when for the first time he learned of the Marsh embarrassment.

Overambition really was at the root of the trouble. The Marsh brothers started with practically no capital, and, to use a Brockton expression, were doing business on the "public's money," that is, on cash deposits. A surprisingly large number of purchasers advanced the full amount in order to obtain the benefit of an extra 5 per cent discount, which was temptingly dangled as bait, and it was this capital and quick turnovers of it that enabled the concern to keep afloat.

They had built a considerable addition to the factory and equipped it with some of the most modern labor saving machinery obtainable. With this machinery they really produced in one hour motor parts which in other plants entailed a day's work. The belief that they could "force the market" by low price really dominated all connected with the concern. They seemed possessed of the idea that it was only necessary to cut the price to create a demand for a practically unlimited number of machines. They appear never to have seen the error of their way until they discovered that their facili-

ties were such as to cause the supply to exceed the immediate demand. They were not content to advance safely and conservatively. As one of the Marsh brothers expressed it to a Bicycling World man as long ago as January last, it was their purpose "to be big or bust."

Odd Cause of Cycle Theft.

It was rather surprising when a downtown dealer in New York City told a Bicycling World man the other day that there is an epidemic of bicycle stealing in the upper part of the city. Still more startling was his statement that the thievery is due to the existence and business methods of certain notorious cut price houses.

Within two months, says this dealer, who is manager for a prominent concern, there have been more than a dozen wheels stolen from residents in the vicinity of Morning-side Heights. The bicycle thieves, he says, are eager to get hold of second hand wheels having standard name plates, because the cutthroat concerns referred to are quick to buy second hand cycles bearing standard name plates in order to re-enamel them and fix them up so as to be advertised and sold as new wheels of that make at cut prices. Not only does the demand created by this sort of unscrupulous dealer explain the epidemic of bicycle theft, according to the manager, but also the thefts explain how the cutthroat dealers of this particular variety manage to sell high grade wheels, supposedly new, at cut prices.

Indians to Meet the Demand.

The worst thing about the Indian motor bicycle has been the length of time it has taken to obtain one. Ever since it was placed on the market the demand has exceeded the supply, a number of aggravating circumstances combining to make the production smaller than had been figured on. Now, however, the Hendee Mfg. Co. have overcome all vexing obstacles and have definitely arranged for an output which, they say, will henceforth enable them to fill all orders within three or four days of receipt.

Openings in the Far East.

M. Liebert, representing Erlanger & Galinger, agents for the Cleveland bicycle in Manila, is now in this country. As this firm will also shortly establish branch houses in Shanghai and Hong Kong, it is probable that several additional lines will be taken on.

FRIES FEELS AGGRIEVED

Thinks he has Been "Uncharitably Treated" and may Return but Sets no Date.

Contrary to reports that have been current, G. Frank Fries, president, treasurer and manager of the embarrassed Day Mfg. Co., of Buffalo, is not in this country, and has not been here since he went abroad some four months since. A visiting American happened across Fries in a London hotel some four weeks since. The ex-Buffalonian did not appear to be particularly pleased to see his countryman.

Fries has, however, obtained the ear of one of the London cycling journals, and has poured into it a sympathetic tale that has brought tears to the pages of the paper. He told the London reporter that he had just returned from Carlsbad, where he had been trying to "coax back" his health. He added that he had been greatly pained by the "uncharitable" way he had been treated in this country, the uncharitable treatment having undone the health which he had coaxed back at Carlsbad.

The reporter judged Fries to be "a man of fine sentiment," and heard that he is "returning to New York to repel the slanderers of his name." The date of his sailing is not given.

South African Buyer Coming.

R. B. Tyre, of R. B. Tyre & Co., of Cape Town, South Africa, is due in this country early next month. As his firm handles both English and American bicycles and motorcycles and maintains several branch houses through South Africa, as a prospective purchaser he would appear worth courting.

Tax Assessors Reduce Valuations.

The property of the American Cycle Mfg. Co. in Chicago has been assessed for taxation at \$450,000. Last year its valuation was placed at \$530,500. The Federal Mfg. Co.'s property in that city has been placed on the tax list at \$29,000, a reduction of \$8,800.

RODE ON A PUBLIC ROAD

Cyclist Arrested for the "Offence" in Brooklyn, not Russia—Case Oddly Settled.

An interesting case, which should have been made a test, and probably would have been had there been any life in the New York Remnant of the L. A. W., came up in Brooklyn during the week. Edward D. Childs, a Brooklyn lawyer, was returning on his bicycle from Coney Island on last Friday, and while riding on the Parkway, at a point where the bicycle path was under repair, he was arrested and arraigned in the Grant Street Police Court on a charge of having violated a park ordinance.

The policeman making the arrest asserted that Mr. Childs had no right to ride elsewhere than on the bicycle path. Mr. Childs contended that his bicycle has as much right on the Parkway as any other vehicle. Mr. Childs was paroled until Wednesday, when the case came up before Judge Steers.

Several years ago, when Timothy L. Woodruff was Park Commissioner in Brooklyn, he passed a park ordinance prohibiting bicycles from using any portion of the Coney Island Boulevard except the cycle path. This was protested against by the Brooklyn Good Roads Association as being beyond his authority, and Alex Schwalbach, always ready for a fight to demonstrate the right, repeatedly sought to test the matter by having his employes ride on the driveway and by doing so himself. The police, however, did not choose to make an arrest, and no test ever was made.

When the case of Mr. Childs came up in court on Wednesday Mr. Schwalbach attended, and after the hearing wrote the following letter to the *Bicycling World*, which sufficiently tells the rest of the story:

"Why, sir, I pray, are not the streets as free for me as for you?"—(Shakespeare.

"The matter of Lawyer Childs before Judge Steers to-day came to a lame and impotent conclusion. Childs was arrested for an alleged violation of a Park Department ordinance, for riding a bicycle on the main driveway of the Ocean Parkway. The case came up a week ago before Judge Voorhees, who was then sitting in the Snyder Avenue Court, Judge Steers being then away on his vacation. It was adjourned by mutual consent until to-day, Childs being held meanwhile in \$300 bail. This morning when the case was called Childs asked for an adjournment for a week. Judge Steers then blandly informed Mr. Childs that the matter was closed a week ago, because Childs had then admitted in court that he did ride a bicycle on the driveway, and was thereupon found guilty and sentence was suspended.

"Childs, who was anxious to try the case on its merits, was surprised at the result, but will probably appeal from the decision. Judge Steers further stated that an adjournment would produce the same decision, he

having decided some similar cases years ago, which decisions were upheld by the higher courts.

"This was news to the cycling sharps who were present.

"An examination of the complaint did not reveal what ordinance the arrest was based on. If it was based on Commissioner Woodruff's old ordinance, which I always opposed and objected to as being illegal and beyond his powers to make, being a violation of Chapter 568 of the Laws of 1890, which distinctly prohibited him from passing, enforcing and maintaining any ordinance, etc., by which any person using a bicycle, etc., shall be excluded or prohibited from having free use of any such highway, it was void, the ordinance having lapsed and this prohibitive clause not being in the new ordinances adopted by his successor. The Bailey Auto law of 1903 is an amendment of Chapter 568 of the Laws of 1890 and, originally as printed, attempted to amend this law as regards wheelmen, as above stated, but opposition by the cyclists and the *Bicycling World* compelled its withdrawal and reprinting with the clause that was obnoxious left out. Had it been left in, the wheelmen would have undoubtedly killed the whole bill, and it is a pity that they did not get the chance."

How Thomas Treated Wyman.

When George A. Wyman, the Motorcycle Magazine's cross-continent traveller, reached Buffalo on his way to New-York, he was given substantial evidence of how on occasion business rivalry and the strife of competition are forgotten.

Being in need of lubricating oil when he arrived in that city, he stopped at the factory of the E. R. Thomas Motor Company to replenish his supply. Hearing that he was on the premises, Mr. Thomas himself came out of his office and congratulated him warmly on his plucky performance. Learning the cause of Wyman's visit to the factory, he examined the trans-continental traveller's machine, and, observing that the forks were badly bent, volunteered the gift of a new pair of Thomas cushion forks, a gift that proved timely and that added to the comfort and gratefulness of Wyman's ride from Buffalo to New-York.

The Auto-Bi forks and those on the machine used by Wyman were not of the same size, and to obtain a fit it was necessary that some of the Thomas hands work until 10 o'clock that night in order that Wyman might make an early start the next day. This Mr. Thomas promptly ordered done, supplementing the order with instructions that any other necessary repairs or replacements be made immediately, that batteries be renewed and both gasoline and lubricating tanks filled. For this considerable service Mr. Thomas refused to accept a penny. It is small wonder that he retains a warm place in Wyman's regard.

A store that ties up to old-fashioned methods is a good deal like a horse tied to a post—it can't go.—(White's Sayings.

WHAT IS A LIVING PROFIT?

Foreign Discussion of the Question That is of Interest to the American Trade.

On "the other side" they are discussing the always vital question, What constitutes a "living profit" in the retail cycle trade? For the sake of comparison the discussion is not without interest to dealers in this country.

"It is obvious to all who think that no profit is earned until all the 'dead charges' are paid. Yet I am afraid that only too often these 'dead charges' are only too perfunctorily reckoned with. Let us glance for a moment at the various items an agent has to pay away before he can legitimately touch anything in the way of profit," says one writer who deals with the subject.

"The first item is rent. For a shop with a decent frontage, a basement for a workshop, and living rooms over, the agent will probably have to pay at least \$400 per annum. Deduct from this \$100 as the cost of his own living rooms, and we have a net charge of \$300. An assistant for, say, five or six months will be quite \$200, and a boy all the year round we may take at \$100. Rates, taxes and water and gas will not come to less than \$200. Petty cash and stationery and stamps at only five shillings per week amount to \$85. Advertising in ever so small a way will cost \$125 for newspaper and circular advertisements, and bad debts and discounts will come to at least \$125 per annum. Here we have roughly \$1,125 per annum, without taking into consideration depreciation of plant, deterioration of stock, or charging a single penny for his own services.

"Now, if he sells two hundred and fifty machines in the year, has no old or out of date stock left on his hands, and only gets the sovereign per machine (which some makers seem to think an ample gross profit), it requires no calculation to see that he is trading at a loss. Of course, there is the repairing and accessory business to be considered, but there are certain other charges which must be debited to this account, such as mechanics' wages, etc. Now, these two hundred and fifty machines will represent a turnover of at least \$7,500, and it seems monstrous that a man should conduct a business on lines that leave him out of pocket and without a penny for all his work. It is obvious, therefore, that a successful business must show considerably more than \$5 per machine profit, and agents would do well to consider carefully their 'dead charges,' which I have, I think, well under estimated, and determine on their buying and selling prices, so as to see that they can get a net profit, and I do not believe that this can be done for \$5 gross per machine."

Joseph Lucas, for more than a quarter century England's best known maker of bicycle lamps, who recently died, left an estate valued at more than \$500,000.

POPE WANTS PICTURES

A National Photographic Contest Inaugurated Under the New Regime.

One of the first evidences that the genius of former years is again dominating the Pope Mfg. Co. and the interests formerly controlled by the American Bicycle Co. is in the form of an announcement of a prize photographic contest. Like the poster and other contests of bygone years, this is so framed that it promises to be of exceptional interest and profit to all concerned. The contest, as announced, is:

"The Pope Mfg. Co. offers \$350 in the following cash prizes for the best six photographs of men and women or boys and girls with chainless bicycles: Ladies' or girls', first prize, \$100; ladies' or girls', second prize, \$50; ladies' or girls', third prize, \$25; men's or boys', first prize, \$100; men's or boys', second prize, \$50; men's or boys', third prize, \$25.

"Photographs submitted must be taken by contestants, though they may be developed and finished outside. Each photo must show a Columbia, Cleveland, Tribune, Rambler, Crescent, Monarch or Imperial chainless bicycle. Pictures must be received on or before October 1, 1903, with name and address of contestant plainly marked on back. We to own all prize pictures and to pay \$5 each for any non-prize winners we desire to use. Other photos to be returned if stamps to cover postage are inclosed. The contest is open to all.

"Some Points That Count.—Fine appearance of men, boys, women and girls. Pose of the figures, which need not necessarily be on the bicycle. Attractiveness of costumes and beauty of scenery and surroundings. Our preference is for one or two persons in each photo.

"After prizes are awarded, and before any photos are returned, there will be a public exhibition of these pictures.

"Judges—Mr. G. H. Buek, of the American Lithographic Co.; Mr. Karl V. S. Howland, of the Outlook, and Miss Edith J. Griswold, counsellor at law and patent attorney, New York.

"Address photos to Photographic Department, Pope Mfg. Co., 21 Park Row, New York."

In furtherance of the plan a circular has been sent to agents reading in part as follows:

"The photographic contest for cash prizes will be of interest to the people of your vicinity. We urge upon you the advisability of using every means in your power to make public the terms of this contest so that as many as possible may participate.

"Post the large notices in your store windows and in other places where they will attract attention. Speak of the matter to your customers, and see if you cannot make it known to every boy and girl in your re-

gion. We want all to have a chance. If you are doing any advertising, call attention to this contest and make your store the centre for information. It will draw people in and possibly give you new customers. Remember the contest is open to all, and there are no conditions governing it save those on the printed posters we send you. This matter, rightly handled, will repay you either directly or indirectly for all the time you devote to it.

"A great many who are doubtful about winning a prize will be glad to have their work represented in the public exhibition, and this should therefore be emphasized, as well as the fact that all non-prize winners which we use are to be bought by us at \$5 each.

"This is an excellent chance to use a bulletin board in your store. If you have never used a bulletin by all means get one, and make this the beginning of an interesting campaign, so that whenever people come in they will look on your bulletin board for some bit of interesting cycling, automobile or kindred news.

"It will help your business to make clippings of all such news items and post them on your bulletin board.

"The results of the return of the Pope Mfg. Co. to active business life are being watched all over the country. Here is a chance to help along the good cause of bringing bicycling back to a healthy condition."

Favors Vibration in Motorcycles.

Despite the fact that nearly every one else is seeking to overcome the vibration set up by motors, a Portsmouth (England) firm has taken the other tack and is actually claiming that vibration is a help rather than a hindrance, and has brought out a motor bicycle designed to exploit the belief.

The engine is positioned at the rear of the back wheel, slung in a heavy fork bolted to the seat post and on stays from the centre of the back wheel, and the bottom is within six inches of the ground. The makers state that they have long been of the opinion that in order to develop the full power of the engine vibration is necessary to help, instead of checking the machine. With the engine placed between the wheels, they maintain that an enormous amount of power is wasted in overcoming vibration, while with the engine placed behind the resulting gain of power is very marked. The vibration, again, is, they say, entirely confined to the back triangle, the rider and the steering wheel being entirely free from it, riding it being just like sitting on an ordinary free wheel bicycle. Owing to the weight of the engine being below the line of gravity (i. e., the two hubs of the wheels) they have, up to the present, found it impossible to make the machine side slip.

The Retail Record.

Ionia, Mich.—Tompkins's store damaged by fire.

Torrington, Conn.—Peter Bowe buys out Zeiner Bros.

Terre Haute, Ind.—George Rossell quits business.

RELIGION BEFORE BUSINESS

Unique Methods of Mohammedan Dealers who Have "Invaded" South Africa.

The Malay bicycle dealer is a comparative innovation in South Africa, but he has come to stay, and he does business on altogether unique lines. Although seriously handicapped by the natural disadvantages under which he lives, he is said to be forging ahead. His customers are principally people of his own race, Kaffirs from the docks near by, and a few Europeans, to whom economy is a necessity. For he is cheap, and in this alone is the secret of his success.

If any one wished to start a museum of unknown varieties of cycles they could not find a better place in which to purchase their stock than one of these establishments. Each machine has its price ticketed on it in plain figures, but no one ever pays the price so marked, and it would be unwise for any one to attempt to do so, for the shock to the dealer might be highly dangerous.

Every evening, as the sun shows signs of setting, the priests come on to the flat roofs of the temples and summon the faithful to prayers. Then the "Muezzin" rings out its warning notes. When this occurs the Malay clears his shop of all who may be in at the time, locks the door and prostrates himself in prayer. When he has got through with his devotions he opens the doors for further business. This praiseworthy attempt to follow in the footsteps of his ancestors is responsible for trouble at times. The Kaffirs object to being hustled, and sometimes retaliate in a forcible manner.

The machines are stowed away so as to economize space as much as possible, for space is limited, and it is not unusual to see some hanging from the ceiling. It is advisable to be careful in closing the door on entering the shop; otherwise the effect may be disastrous. The Malay dealer hires out bicycles to white men, but does not do so to his own countrymen or to natives. One gentleman on being asked why he made this distinction replied it was because the white man always came back. There are quite a number of fast and feast days in the Malay calendar—days when nobody works. If you visit a Malay dealer's on these occasions you find the doors closed, and a notice on them setting out that the "Feast of Ramagan," or some other high sounding name, is in progress. Below, in bold lettering, is the polite invitation, "Come to-morrow." This is a drawback to successful business which takes a deal of surmounting, but it is not sufficient to keep these people back. There are three of these establishments in the Waterkamp district of Cape Town.

People are not conscious of half their wants. The mission of advertising is to educate them to desire what they need.—(Jed Scarboro.

Wherever there is a bicycle ridden



**YOU WILL
FIND A**

NATIONAL

**RIDDEN
TO WIN**

JULY 4—At MANCHESTER, a NATIONAL rider won first in 5 mile, time 11:22

At CHARLES RIVER, NATIONAL riders won 1—1st., 2—2ds.

At PROVIDENCE, 2—2ds.

At REVERE BEACH, 1—1st., 1—2d.

JULY 6—At LOWELL, 1st in City Championship

JULY 11—At PITTSBURG, 1st in 5 mile

NATIONAL RACERS are light, easy running bicycles
NATIONAL ROADSTERS are likewise satisfactory

**GOOD BICYCLES
ONLY**

National Cycle Mfg. Co.

BAY CITY, MICH.

The Only Perfect Tire

THE FISK

Its construction makes it so

FISK RUBBER COMPANY, = Chicopee Falls, Mass.

BRANCHES:

BOSTON,
604 Atlantic Ave.

SPRINGFIELD,
40 Dwight St.

NEW YORK,
83 Chambers St.

PHILADELPHIA,
916 Arch St.

CHICAGO,
52 State St.

SYRACUSE,

BUFFALO,

DETROIT,

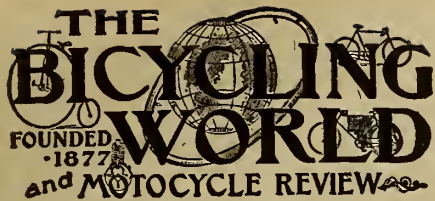
SAN FRANCISCO,

423 So. Clinton St.

28 W. Genesee St.

254 Jefferson Ave.

114 Second St.



In which is Incorporated
"The Wheel" and the "American Cyclist."

Published Every Saturday

By

THE GOODMAN COMPANY,

123-125 Tribune Building.

(154 Nassau Street)

NEW YORK, N. Y.

TELEPHONE, 2652 JOHN.

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Invariably in Advance.

Postage stamps will be accepted in payment for subscriptions, but *not* for advertisements. Checks, Drafts and Money Orders should be made payable to THE GOODMAN COMPANY.

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General Agents: The American News Co., New York City and its branches.

Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JULY 25, 1903.

"We have taken the Bicycling World ever since we started in business, and always read it from cover to cover as soon as received. We would not think of doing without it. We derive much valuable information from it."—(The Kelsey Co., Buffalo, N. Y.)

Concerning Credits.

On the occasion of the recent meeting of the National Cycle Trade Association at Niagara Falls, the matter of credits naturally came in for no little discussion.

Whether it is better to limit a dealer's credit and adhere religiously to the limit or to pursue an elastic policy were the two horns of the dilemma which presented themselves. Oddly enough, the latter policy, while contrary to the ethics of sound merchandising, did not lack strong supporters. Its advocates appeared to believe that to apply the thumbscrews and refuse further credit once the limit set had been reached was equivalent to driving customers to rival houses.

On the other hand, those jobbers who ex-

tend credit only to a specified amount and live up to the limit maintained that the policy had lost them no business. They asserted that in nearly every instance their bills were the first to be paid, and that when trouble came the jobber with the elastic credit policy was the one to suffer.

The discussion itself proved nothing, but it did not and does not lack interest on that account. If more general data bearing on both sides of the subject was obtainable undoubtedly it would prove of value. It is regrettable that evidence of the sort is so unsatisfactory and so difficult to secure.

"We have been subscribers and readers of the Bicycling World for a good many years, and not only read it ourselves, but require our clerks to do likewise. We consider the paper almost a necessity, and take this opportunity to compliment you on its general makeup and the high character of its editorial and news matter. We are a long way from the market, and appreciate a medium that keeps us posted."

ABBOTT CYCLE CO.

New Orleans, La.

Dealers who Mean to "Do Something,"

A very sensible move has been made by the bicycle dealers of Lincoln, Neb. They have organized a club association, with the object of infusing more life into the sport. It was not that the bicycle had fallen into desuetude, for in that vicinity it is largely used, but when people are seen pedalling along the road it is safe to infer that in many cases their object is one of business. The bicycle is recognized by every one in that part of the country as an easy and economical means of transportation. The dealers there, however, have come to perceive the possibilities of revivifying the sport, and accordingly they are doing exactly what the Bicycling World has repeatedly suggested was necessary for dealers to do. While the association planned a big Sunday run, the members individually pledged themselves to personal effort in making it a success, each one urging upon his customers the desirability of participating in it. As Lincoln numbers many riders, male and female, among its population, the dealers had a busy time of it. They secured signatures to cards, the signers promising to be on hand, and nearly two hundred were secured. One of the inducements was a banquet to be furnished free to the riders at the end of the ride. The campaign will be kept up throughout the season, as the dealers believe that there

are hundreds of people who refrain from riding simply because others do not ride with them. The aim now is to revive the pastime features of cycling, which never should have been allowed to lapse.

Handicapping Motorcycles.

In considering the question of handicapping motorcycles those who oppose the plan of handicapping on a basis of weight alone, which is advocated by the Bicycling World, continually present as the great objection to it the fear that such a system would invite the manufacturer to sacrifice the strength of the frame in the endeavor to combine high power and low weight. It would seem that this is the primary and ultimate objection to the plan.

This is the most utterly futile plea that ever beguiled men into sophistry. It seems strange that the opponents can not or will not realize that the matter of safety is bound to be taken care of, no matter how great a premium is placed on lightness. The motorcycle manufacturer who increases the power of his product beyond the limit of frame endurance and safety defeats his own ends. In the process of experimenting and seeking to combine the greatest power with the least weight compatible with reliability, the safety mark is apt to be overshot now and then by the experimenters. This has always been the case with every style of vehicle. It always will be done occasionally by those seeking to get the exact balance for any sort of machine. It has been done with automobiles and with motorcycles here in America, where there is no classification on a weight basis; and it will occur here again, whatever method of handicapping is adopted. It is simply silly, however, to talk about the danger of manufacturers putting out in quantity machines that are freaks and not reliable. The only motorcycles that can enjoy an enduring demand must be efficient. The maker knows this, and as he is in business to sell, he is not going to put out man killers.

A machine to be efficient must have reliability of strength as well as power. It is not probable, as a frivolous contemporary suggests, that "handicapping solely according to weight is very apt to induce manufacturers to make increase of efficiency regardless of certain reasonable limitations of weight." There could be no "increase of efficiency" without all due regard being paid to the factor of safety expressed in the weight, because without safety there is no efficiency.

A correspondent in the Dealer and Repairman, a manufacturer who should not be guilty of such an error, advocates handicapping by the bore and stroke of the motor and the weight of the machine and rider, because this will not lead to the manufacture of "very light, high-powered machines, which cause so many of the accidents which now take place in motor-paced races, where extremely light tires, chains, etc., are used." Those who follow the push-wheel game and govern it, and through whom the motor bicycle first was introduced, will smile at the term "very light machines" being applied to the pacing cycles. The machines are in reality very heavy, though the tires used, which are an accessory at the option of the rider, are light; and it is the light tires and not the light machines that have caused the accidents.

Another correspondent in the same paper, in opposing the scheme of weight handicapping, brings out just the facts that support the plan, and we take with pleasure the weapon from the adversary's hand.

Among motorcycle riders it is pretty well recognized that a certain machine now on the market is the fastest of those being turned out in quantity and sold. Yet this bicycle is at the same time one of the lightest as well as most compact, and its reliability has been abundantly demonstrated. The second correspondent of the monthly with the newly aroused interest in motorcycling evidently has one of these bicycles. He says he has a machine of $1\frac{3}{4}$ horsepower that weighs 98 pounds, that is neatly and compactly made, very substantial, and has nothing abnormal about it, and that if handicapping was done solely according to weight it would always win when pitted against other American stock machines. And he thinks this is a reason why it should be handicapped according to bore and stroke, although he says he believes that other manufacturers should be encouraged to follow its lead. This brings out the very point that the Bicycling World has contended for. There could be no surer way of making other makers follow a leader and of proving a leader to be such than by handicapping by weight. The machine of the correspondent would not be a regular winner very long under such a plan. Competition would quickly set the other makers striving to get somehow just as much speed coupled up with as much safety and no more weight than the one which was beating them in races. If one maker can get so much safety and speed within so small a weight, others

can do it, and rating by weight would under the laws of business competition practically compel them to do it or take a back seat.

The idea of manufacturers putting out a machine on which no sensible man would trust his life over rough roads is pure absurdity. Manufacturers will have to change a great deal before they adopt the policy of making something that no one will buy.

Those who advocate handicapping by considering stroke and bore, together with weight, stop short at the suggestion. Won't some one go on and tell how it could be done—how a handicapper, not omniscient, could be always certain of his data regarding the bore and stroke? It was because of the difficulty, practically insurmountable, of learning always, when necessary, the stroke and bore, that the weight method was suggested. It would be a real pleasure to see some of those now rushing to the front going out on the track as handicappers to properly verify, according to bore, stroke and weight, a few post entries in a motorcycle race, while the crowd was awaiting the start of the race.

The suggestion that the handicapping be done according to the ratio of weight between the motor and the rest of the frame, including the rider, is a good one, as it would pacify the alarmists who go to England to borrow screams of fright at light weights; but weighing the motor separately from the frame would be about as interesting a performance before a waiting crowd as ascertaining the stroke and bore under the same circumstances. It is the practical application of the plan that must prove its worthiness; and whatever plan is adopted must be adaptable to the exigencies of the racetrack and of post entries. This the weight method is.

Are Brooklyn's Boulevards Free?

Under a "sissy" administration it is idle to hope that there will be any action taken by the New York Remnant of the L. A. W. in the matter of E. D. Childs, who was arrested for riding on the driveway instead of on the cycle path in Brooklyn. The fact that the arrest is a direct attack upon the Liberty bill, which men with red blood in them fought to have passed, will not matter to time servers. Wheelmen's rights are no longer jealously defended by the organization that created them. The president of the L. A. W. says that Mr. Childs had no business to be riding on the road when there were cycle paths at hand. It is no wonder

that under such a lily livered administration the organization droops, and that Mr. Childs, like others, wonders what he gets for his money.

Here, however, is an opportunity for the Associated Cycling Clubs of Long Island, a body that has been of great benefit to Brooklyn in good roads work, but which of late has become weary of well doing and has been exhibiting symptoms of a tired feeling that have led to rueful talk of disbanding. The very existence of such an organization is potent for good, and here is a case in which it would not cost much time nor money to make a winning fight for a principle. The State statute stands, and such a case would be quickly won.

It is very evident that there is something radically wrong with either or both the cycles and cyclists "across the pond." The Irish Cyclist is authority for the statement that during the month of June there occurred 119 cycling accidents, of which forty proved fatal. And this despite the fact that practically all British bicycles are equipped with two brakes and so-called "non-skidding" tires.

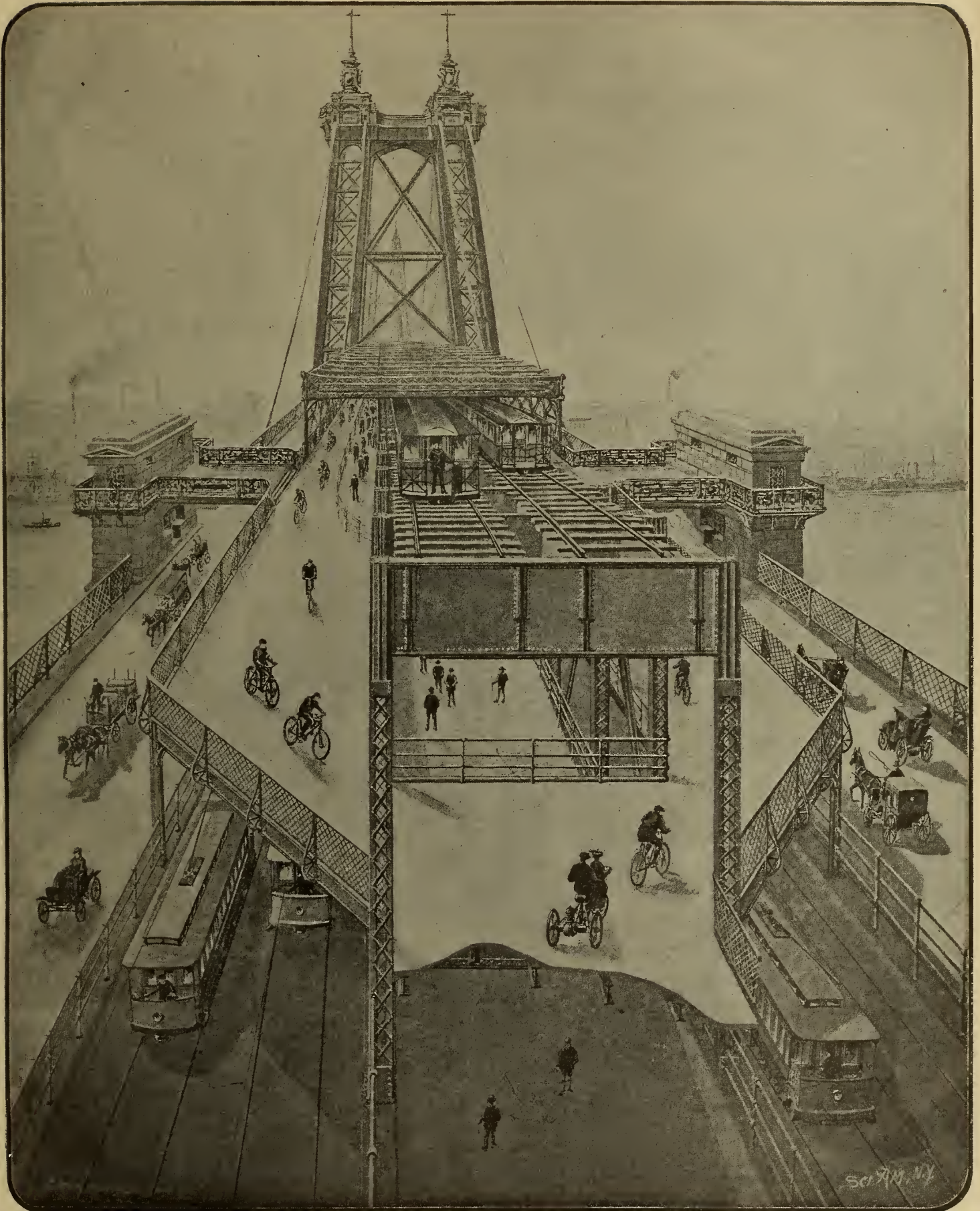
A foreign contemporary cheerfully informs the shuddering world that it is safer to be thrown when travelling at forty miles an hour, providing that one can be thrown clear, than it is to be thrown at an eight-mile pace. The statement is soothing, but it is not likely to induce extended experiment.

"We certainly do read the Bicycling World and anxiously await the arrival of every issue. We know, also, that the dealers throughout the country read it and appreciate its merits."—(Appeal Mfg. & Jobbing Co., Los Angeles, Cal.)

Corson's Relay Tour Postponed.

The Corson Relay Motorcycle tour, which was fixed for next month, has been postponed until August of next year. Although he had received sufficient assurances to justify its success, E. H. Corson, of Boston, the promoter of the affair, states that he is satisfied that this success will be much enlarged by the postponement. At St. Louis, which will be the turning point of the tour, the exposition next year will prove an additional attraction which cannot well fail to add considerably to the numbers that will engage in a tour of the sort. It is Mr. Corson's idea to have the party spend a week in St. Louis, at which time he will endeavor to effect a conspicuous exhibition of motorcycles and also arrange for a motorcycle tournament.

The New Brooklyn Bridge and its Exclusive Cycle Paths.



Several months ago the Bicycling World called attention to the fact that with the completion of the new Williamsburg bridge over the East River, cyclists in New York and Brooklyn will receive a boon in the form of a new and special cycle path between the

boroughs. This will enable workingmen and pleasure riders to travel across the river with safety and comfort, as it is not possible to do over the present bridge. The *Bicycling World* at that time presented the first published picture of the new structure, showing the roadways, pedestrian ways and exclusive cycle paths. The bridge approaches were then barely more than begun, and an appreciative picture of the great comfort of the bicycle roadway could not be given. The accompanying picture from the *Scientific American* shows how the bridge will look when completed.

The picture represents a point on the anchorage on the Brooklyn side. The bicycle path at its beginning is about twenty feet wide and runs above the pedestrian walk. Further out over the river the cycle path and footpath come to a common grade, and the cycle path is there divided into two parts, each about seven feet wide, and runs alongside the pedestrian way.

The existence of these cycle ways should do much to stimulate the use of the bicycle intercourse between the boroughs, as there are asphalt routes by which the bridge entrances can be comfortably reached on either side of the river.

The *Scientific American*, speaking of the bridge, says:

"If the carrying capacity of a bridge is the true measure of its size and importance, then the new East River bridge, now known as the Williamsburg Bridge, is the largest structure of its kind in the world. The floor system of the bridge measures 118 feet between the hand rails on the outside of the roadways, and provision is made for four street railway tracks, two elevated tracks, two 18-foot roadways for vehicles, two passenger footways, and two bicycle paths, or in other words, the new bridge will have more than the capacity of a great city avenue.

"Of the various kinds of traffic that will seek the new bridge, only that of the elevated railways will approach it above the normal street level. Surface cars, street vehicle traffic, heavy and light, automobiles, bicycles and pedestrians will enter the bridge approach at street grade. The foot passengers and the bicyclists will travel on an upper deck of the bridge, built at a sufficient height to clear the roofs of the trolley cars, while the elevated railways will enter the bridge approach at their normal elevation above street grade, and will continue above the approach on a level grade until they meet the rising grade of the bridge floor system, when they will pass over the bridge at the general level of the floor.

"Now to bring these various classes of traffic into their proper relative positions on the bridge required careful thought and judicious planning. In the first place, the foot passengers travel over the approach on a single passenger walk located on the center line of the bridge, until near the abutment, when the walk divides and passes to either side of the elevated structure, the traffic tow-

ard New York taking the right and that from New York the left of the center. Bicycles and motor vehicles approach the anchorage on a central driveway located beneath the elevated structure and above the passenger footpath, and at the point shown in our engraving the pathway divides, the bicyclists and motorcyclists bound for New York taking the right hand of the structure, and the travel from New York coming in on the left hand side. At the anchorage the footwalk rises to the same level as the bicycle path, and diverges to join the latter, the bicyclists and foot passengers being separated by an iron railing. It will be understood that, although at the point chosen for illustration the floor of the elevated structure is located at a considerably higher level than the roadways and trolley tracks, necessitating the use of columns of considerable length, the steep grade of the bridge causes the elevated and trolley tracks to rapidly approach a common level, until ultimately the bicyclists and foot passengers find themselves travelling at a higher elevation than the roofs of the elevated cars."

Causes That Make Motors Run Badly.

A mysterious loss of power in a motorcycle engine was lately traced to the exhaust pipe, the bore of which was rather narrow. This was found to be partially choked up with a thick deposit of burned oil on its interior walls. This had so constricted the exhaust that it was difficult even to blow through the pipe. Overlubrication was clearly the cause, and after the burned scale had been removed with a chisel the machine ran quite well again. The dust and dirt which blows into the muffler frequently "cakes" therein and is often an unsuspected cause of poor or weak running of the motor, causing, as it does, a throttling of the exhaust gases. It is well worth while now and again to inspect the muffler and clear the holes with a piece of wire, or, if there is much charred oil about, run some stale gasoline through and clean it out. To do this it will be necessary to remove the pipe from the motor and give it a good shaking with the gasoline inside.

Motorcycles and Their Belts.

It is a great pity that some of the motorcycle manufacturers do not thoroughly stretch their belts before sending them out, very properly says the *Irish Cyclist*, dealing with a subject that merits similar attention on this side of the water. The new belt is often a cause of great worry. It stretches and stretches, and slips excessively, and as soon as the slack is taken up it starts again to repeat the same programme. It is our opinion that this can be checked, if not completely stopped, if the manufacturers would only take the trouble.

Why could not two parallel sets of pulleys be rigged up, and about half a dozen belts run on them under a fair load for a day or so? Such a test would effectually take the stretch out of them, and, in addition, the leather would get narrower and thinner, so

that if the belts were cut slightly wider initially than the pulleys they are intended to run on, by the time they were taken off the stretching drums they would have been fined down to the proper width.

As it is, a new belt that fits the pulley is only about two-thirds the width after a day or two of hard work, and until it comes down to that width the stretching trouble is incessant, and all the time the gripping surface is getting less and less. Apart from the defect thus produced, if a leather-faced or composite pulley is used, the narrow belt will cut out a groove for itself in the leather, with a very detrimental effect on both itself and the pulley. A belt that was stretched first would fit the flange nicely, wear the pulley evenly and prolong the life of the belt.

The natural question that will be asked is, Will not this preliminary stretching take a lot out of the belt as regards lasting qualities? The answer is theoretically "yes," practically "no," to say nothing of the inestimable comfort of having a belt that one does not have to tighten every twenty miles or so when new. There is another trouble with flat belts that is frequent, viz., untrue running, due to the belt stretching out more on one side than the other in places. We have found that the best cure for this is to reverse the belt and run it for a while, when it will often true itself.

Ammeters, not Voltmeters Necessary.

"As a constant user of the motorcycle I have learned that it is a need of knowledge of a few little things which are very simple when understood that gives trouble to many who use the motorcycle," writes E. H. Corson, of Boston, Mass. "A thorough understanding of the function of the electrical part of the machine will obviate 90 per cent of the so-called trouble.

"In the first place every user of a motorcycle should have an ammeter to test his cells. It is not a voltmeter that is needed, although this is thought to be the instrument one should have. It is a fact that there may be to all appearances a spark strong enough to do good work, but in fact there is not amperage enough to give sufficient force to jump the current through the mixture when under compression. I have seen a battery in a motorcycle that would show a good spark when making the test by making and breaking the circuit, but when testing with the ammeter the battery would not have any effect on the meter. If you have an amperage of, say, from six amperes and upward you may be sure that you will have the proper voltage to do good work. The amperage is the power or force, and the voltage is the rapidity with which the current flows. Dry cells as soon as they are left will pick up a voltage very fast, but it is soon gone when the battery is set to work again if there is not a good amperage to keep up the supply, or, to use a familiar illustration, a full mill pond back of the dam to keep up the supply of overflow water."

IS MEADE MIKE SLOANE?

As Sloane Would not Appear, Meade Is Ousted and Prize Awarded Schwab.

A most interesting protest and change of prize awards has been made in connection with the twenty-five mile road race held on Staten Island on the Fourth of July by the Richmond County Road Racing Association and the Century Road Club Association. After the race, in which Mike Sloane of Bayonne, N. J., and O. E. Schwab of New York finished so nearly even that there was a question which was the winner, there arose a question as to the identity of Sloane, who sent in his entry as a man who never had ridden in a race before. Schwab protested on the ground that the man who crossed the tape abreast with him and was declared the winner was not Mike Sloane, but was E. L. Meade, of Bayonne, the sly chap who, although a professional, entered the Irvington-Milburn race as an amateur on May 30 and won a prize, which, however, was withheld. What Meade did get was suspension for a year by the N. C. A. The protest of Schwab was handed to D. M. Adee, the referee of the race, and an investigation was begun to learn if Mr. Meade had entered under the fictitious name of Sloane.

Almost the first thing discovered was that the name of Mike Sloane was not a fictitious one, and that there really is a rider of that name living at Bayonne, N. J. His reputation is, however, that of a rider who could not cover twenty miles in an hour, while the twenty-five miles on July 4 were ridden by the winner in 1 hour and 49 seconds. Registered letters were sent to Sloane, asking him to come forward and identify himself. Answers were received, signed Sloane, promising to do so, but always putting off the time. One day, according to President Van Dyke, of the C. R. C. A., a man who said he was Sloane called at the place where the prizes were and presented a letter from R. H. Hance, chairman of the committee, that was addressed to Sloane, notifying him to call for his prize. That was on July 7. The prize was not delivered to the alleged Sloane.

On the 8th of July E. L. Meade went to Chairman Batchelder of the N. C. A. and asked to have his suspension removed and to be allowed to ride as a professional. Chairman Batchelder told him he was under suspicion of having ridden in the Fourth of July race under the name of Sloane, and that he must first clear himself of that. He sent him to President Van Dyke, and the latter took him to Mr. Hance's brother, who had the prizes. There Meade was said to have been identified as the one who had said he was Sloane and had called for his prize. Meade denied that he ever was in the place before. Subsequently there was another alleged identification of Meade as "Sloane" and "Sloane" as Meade at the house of the Century Road Club Association.

The alleged identifications did not seem to be very perfect, but as Sloane, who was known to exist, did not come forward and prove that he was Sloane and was the man who rode in the race, Referee Adee decided to allow Schwab's protest under default on the part of Sloane.

Meanwhile the affair makes an interesting case for the N. C. A., for the investigation of the race officials seemed to involve Sloane as being in collusion with Meade.

Club Competition of the Right Sort.

On last Sunday the postponed fifty-mile team relay race of the Century Road Club Association was held over the triangular course between Valley Stream, Freeport, Hempstead, Springfield and Valley Stream. There were three teams of five men each entered. The course had to be covered twice to make the fifty miles, and each man rode a relay of ten miles.

The race was won by the team captained



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by Simon Mehrbach, with the L. V. D. Hardenbergh team second and the P. Wollenschlager team third. The time was 2 hours 16 minutes. The race was won in the second lap in the fourth relay, C. Burnley making a big gain on his competitors while passing Valley Stream. Each member of the winning team will get a gold medal. The winning riders were S. Mehrbach, C. E. Burch, C. A. Sherwood, Charles Burnley and Paul Bichette.

Nevadans Defeat Californians.

It is a good sign when the local press in any locality is disposed to find a tenable excuse for the failure of its representative sportsmen in contests abroad or with visiting competitors. The Garden City Wheelmen of San Jose, Cal., visited Reno, Nev., on July 12, and tried conclusions with the riders of that place. The result was that they were defeated in a fifty mile relay race by two and one-sixteenth miles. The time of the victors was 2 hours and 11 minutes. In announcing the result the San Jose Mercury excuses the Garden City riders by remarking that "the high altitude must have affected them."

FERGUSON CUT DOWN RECORD

He Lops More Than an Hour off Hall's One Week Old Figures.

Bicyclists who flocked to Valley Stream, Long Island, last Sunday to witness an attempt to make a new record for one hundred miles on the road, motor paced, were gratified by seeing the attempt succeed. William B. Ferguson, of the Kings County Wheelmen, was the man who possessed the ambition, and who proved that he had the speed and endurance. The road was heavy, and during the run two pacing motors broke down. Nevertheless, Ferguson rode his century, completing it behind a third motor in 5 hours and 26 minutes, clipping 1 hour and 10 minutes from the record made on the previous Sunday by Harry J. Hall.

The course was over the triangle of the Century Road Club of America, from Valley Stream to Springfield, thence to Belmore, and thence to the starting point. Ferguson rode under the direction of the Century Road Club of America. The start was made at daybreak. Before Ferguson had gone twenty-five miles he was obliged to dismount, but he had covered the distance in 1 hour and 12 minutes. The second twenty-five miles were covered in exactly the same time. With his motor and his bicycle both out of order, the best time he could make in the third quarter was 1 hour and 32 minutes, a loss of twenty minutes, as compared with the time in each of the preceding quarters. His troubles stuck to him in the last twenty-five miles, but he recovered his time slightly, doing the quarter in 1 hour and 30 minutes.

Leander Wins Three-Cornered Race.

George Leander, Basil De Guichard and Nat Butler competed in a fifteen mile motor-paced race at Charles River Park, Boston, last Saturday afternoon. The men were sent off from a standing start, Leander being first to catch pace. He led throughout the race, and the other two contended for second place from the fourth mile to the thirteenth, when Butler's motor began skipping badly and De Guichard took second place. Leander won by 1¼ laps in 18:29 3-5.

A three mile motor race between Ruden, Schultz, Hunter, Champion and Hoffman was won by Ruden, with Schultz second and Hunter third. Time, 3:24 3-5.

Two Races and Then Rain.

Of fourteen events which were on the card for the amateur bicycle races held at the Coliseum in Washington, D. C., last Saturday night, only two were finished. Because of accidents to the motors of both the pacers the motor-paced races had to be called off. Following are the summaries of the two events finished:

One mile novice—Won by Charles E. De Andelet; time, 2:38.

One mile District championship—Won by Ray Cogswell; time, 2:38.

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HARTFORD, CONN.

TWO "STRIKERS" HISSED

McFarland and Lawson Refuse to Ride at Belleville and Kramer Finds "Easy Money."

Although Frank L. Kramer won both of the professional events at the Hillside track in Belleville, N. J., last Sunday, he got one close call for honors in the second grand semi-final heat of the one-third mile open event. He had taken the lead and led into the stretch, where Bardgett jumped past him. Kramer got going, however, and managed to win by a few inches. Fenn also cut out hard work for the champion.

The attendance numbered about five thousand. The track was in fair condition except near the rail, where it was soft in spots, owing to the heavy rain of the day before. For this reason the automobile buckboard race between E. J. Willis of New York City and E. J. Wycoff of Newark was postponed until next Sunday. Most of the starters in the two mile professional fell in the backstretch of the last lap, but this was not due to the condition of the track. Amateur Champion Hurley did not start in either of the amateur events. Following are the summaries of the events:

One-third mile (novice)—Won by Leo Fogler, Brooklyn; Charles Hokeson, Newark, second; David Long, Newark, third. Time, 0:48.

Half-mile open (amateur)—Won by Teddy Billington, Vailsburg; D. J. Quille, Bayonne, second; James A. Scott, Jersey City, third. Time, 1:02 4-5.

One-third mile open (professional)—Won by Kramer; Fenn, second; Bardgett and Bedell divided the third prize. Time, 1:01.

Five mile handicap (amateur)—Won by Oscar Goerke, Brooklyn (100 yards); George Glasson, Newark (scratch), second; O. E. Schwab, New York (150 yards), third. Time, 12:22.

Two mile handicap (professional)—Won by Frank L. Kramer, East Orange (scratch); E. F. Root, Boston (30 yards), second; George C. Schreiber, New York (60 yards), third. Time, 4:23 2-5.

Some popular dissatisfaction was expressed and an interesting situation was developed by the refusal of Floyd MacFarland and Iver Lawson to ride. Neither of them had been entered in a formal way, but the management states that both men declared several days prior to the meet that they would ride. The reason for their refusal was that the management refused to give them a bonus of \$25. This was announced to the spectators, who roundly hissed. MacFarland is said to have subsequently admitted that he demanded a bonus of \$25 for competing, and to have declared that neither he nor Lawson would ride at Hillside again. It is possible, however, that they may be obliged to ride on Sunday next, as on Wednesday Edward M. Voigt, manager of the track, received a letter from R. L. Winkley, publicity manager of the Pope Mfg. Co., which employs MacFarland, Lawson and a dozen

others to advertise the company's bicycles by racing on them, which letter formally enters the men for Sunday's meet. It says:

"You will please enter our racing team of twelve men for the two professional events to be decided on the Belleville bicycle track on Sunday, July 26, the races to be a ten mile handicap and one mile handicap for non-winners on your track this year, the prize money to aggregate \$275. The men are as follows: Iver Lawson, Salt Lake City; W. S. Fenn, Waterbury, Conn.; E. F. Root, Boston, Mass.; G. C. Schreiber, New York; Floyd A. MacFarland, San Jose, Cal.; J. Frank Galvin, Hartford, Conn.; Floyd Krebs, Newark; John King, Newark; James E. Bowler, Chicago; John Bedell, Lynbrook; Walter Bardgett, Buffalo; Menus Bedell, Lynbrook."

The entry is official and one that will be recognized by the N. C. A. The conditions of the entry are identical with the intent of the management so far as the races and prize money are concerned, so that there can be no loophole for question as to the entry being a proper one.

Mock Wins Two Events.

Some remarkably close and exciting contests marked the cycle races of the New York State Division of the Century Road Club of America at Valley Stream, Long Island, on Sunday last. Charles Mock won two events. The five-mile handicap brought out the largest number of starters. The summaries:

One-mile bicycle race (handicap)—Won by Charles Mock (scratch), Frederick Gebhardt (40 yards) second and H. Vanden Dries (25 yards) third. Time—3:00.

Two-mile bicycle race (handicap)—Won by Charles Mock (scratch), Joseph Kopsky (100 yards) second and Oscar Lenz (150 yards) third. Time—4:45.

Five-mile bicycle race (handicap)—Won by H. A. Gleisman (1:40), O. J. Steith (1:20) second, and C. P. Soulie (1:40) third. Net time—14:00.

"Tired Feeling" on Long Island.

At the July meeting of the Associated Cycling Clubs of Long Island it was voted not to hold the twenty-five-mile handicap race on the Coney Island cycle path, as usual, on Labor Day this year. The good old committee, headed by George Shannon, which has made this race a success in former years, could not be induced to continue its work, and the Brooklyn organization lacked the ambition or, perhaps, the material to form a new committee equal to the task. Alderman Oatman says that the New York Associated Clubs will probably take hold and prevent the race from dying.

Michael in a Bad Way.

Jimmy Michael, the Welsh midget, who was injured early in the spring while following a motor tandem on a track at Berlin, Prussia, is still in a very bad state from the effects of his injuries, having experienced a relapse, but there are hopes of his speedy convalescence. The little bicyclist is at his home in New Tredegar, Wales.

WALTHOUR'S WINSOME WAYS

How "Bobby" has Progressed From a Cigar Store Clerk to a Popular Idol.

As a rule, the history of the careers of the racing men are of peculiar interest, and that of Bobby Walthour, the star pace follower, six day rider and erstwhile sprinter, is no exception.

Walthour began his career at Atlanta, Ga., his native city. It was while working as a clerk in a cigar store that he took to bicycle racing. He began as an amateur and at first met with very indifferent success. But by continued effort he gained the mastery of the game and, after beating the riders in and about his home town, he sought wider fields.

His persistency finally attracted the attention of Gus Castle and Jack Prince. They took him in hand, rigged up a special machine for him and gradually began the limbering-up process. He took to it naturally, they say, and toward the end of the year his managers decided to put his budding talent against the amateur talent of Columbus, Ga., in a series of fourteen races. Walthour won all fourteen with hands down.

The next year he went on the Nashville circuit, winning money and gaining professional experience. Then he tried Michigan, and in 1898 went to Philadelphia and Washington and afterward to Texas. Then came his wonderful records in the six-day race in New York, which are now a part of history.

Walthour has won six six-day races and holds the twenty-five and seventy-two mile records.

For the last year or two the champion has been taking physical culture exercises, and to this is attributed the tremendous dash with which he started the present racing season in Atlanta. To begin with, he defeated Leander in a five-mile race on a ten-lap track, and lowered his own record from 7:38 to 7:20.

Although Walthour has been seen in all the principal cities of the country and has become popular with the patrons of bicycle racing everywhere, he is especially liked by the people of his native city, Atlanta, where they turn out in thousands to see him whenever he is scheduled to race at the local coliseum.

Walthour has never raced there that the capacity of the building, about 3,000, was not overtaxed. His appearance, and every one in the audience knows him intimately, is a signal for tumultuous applause. Cheers, whistles, handclaps and fluttering of handkerchiefs from the ladies, and familiar cries of endearment from the omnipresent urchin, assail his ears.

Plainly he is the centre of a worshipping multitude, but never a smile of acknowledgment or gratification crosses his face.

Off the bicycle racetrack Walthour's life is different from that of the typical sporting or racing man. He is married, the father of three pretty children and the owner of a cosy little home, where he spends all the time he can spare from his training and racing. Walthour is a breeder of fancy chickens, and he never tires of the innocent enjoyment to be obtained from handling and looking after his favorite pets.

Good vs. Best

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There are "good" Bicycles.
There are "good" Tube Works.
There are "good" Sheet Steel Mills.
There are "good" Stamping Factories.

A "good" bicycle is easy to make from "good" material.
We were not content to make a "good" bicycle.
We wanted to make the "best."

So, we passed up the "good" material and acquired
factories in which to produce the "best" material.
Then, we put this "best" material into these bicycles.

| | |
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| <u>RAMBLER</u> | <u>CRESCENT</u> |
| <u>IMPERIAL</u> | <u>MONARCH</u> |

And everyone pronounced them the "best" bicycles.
The "best" dealers sell the "best" bicycles.

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CHICAGO

Prince Begins Work at Lowell.

Jack Prince has been promising so long to give to Lowell, Mass., a first class bicycle track that some of the people of the Spindle City have been disposed to doubt his intention of fulfilling the promise. The doubt has been dissipated by the actual beginning of work, and Prince declares his intention of building a track which will be, if possible, faster than the one at Manchester, N. H.

The site for the new Coliseum is a plot of land which has a pitch of about thirty inches, and this is to be done away with by grading. Track builders generally go ahead with their work on such ground, regardless of the fact that the uprights on its lower portions are sometimes very high and therefore not so strong as those on the higher ground. In order to have his track as safe as it can be made, Prince has already begun on the grading, which is nearly completed. The material to be used in the construction of the Coliseum will be superior to that used at Manchester, spruce being used for the track instead of hemlock. After the completion of the track Prince will make his headquarters in Lowell. Gus Lawson and Jed Newkirk also will hail from that city.

Oakland Club Incorporates.

Lively interest is evident in the ranks of the bicyclists of Oakland, Cal., the Oakland Wheelmen having filed articles of incorporation and instructed the house committee to obtain more commodious quarters than those now occupied. The corporation's objects are to advance interest in cycling, promote social intercourse among the members and provide a clubhouse. There is no capital stock. The directors are A. E. Berry, Berkeley; C. H. Bullock, Oakland; W. M. Castleman, Oakland; Charles Eggleston, Berkeley; John M. Maurer, Oakland; William Martin, Oakland; C. L. McEnerney, San Francisco, and A. B. Moffitt, Charles Pritchard, W. G. Sinclair, A. T. Smith, Oakland.

Queer Custom Appreciated by Tramps.

A curious custom obtains among the cyclists of the Oxford University Club. It appears that in the early days of cycling this club used to finish its road races at the sixth milestone between Oxford and Henley (England), which consequently came to be held in a certain amount of reverence by the club, so much so that the club's official road book is "affectionately and reverently" dedicated to the stone in question. It is still a custom of the members when passing to place pennies on the top of the stone, and the fact has come to be regarded as a mystery by the local tramps, who never pass the stone without making an inspection.

399 Have Licenses.

Three hundred and ninety-nine motorcyclists have taken out licenses as required by the New Jersey law. Not all of them, however, are residents of the State, a number of New York and Pennsylvania riders being among them.

Centuries by Day and by Night.

Georgie Gebhard, the eleven-year-old mascot of the Century Road Club of America, is one of the many entrants in the century runs which the New York Evening World has planned for Saturday and Sunday, Aug. 8 and 9. The boy has already achieved several centuries and proposes to win two medals in this event, starting on Saturday and taking part also in the Sunday run if he survives that of Saturday.

The schedule for the runs provides for ten stops, and the time limit to finish the century is fourteen hours. The route selected is from Bedford Rest to Jamaica, Valley Stream, Freeport, Amityville, Lynbrook and Rockaway, where a stop will be made for dinner, and then back to Valley Stream, Richmond Hill and Bedford Rest; thence to the shelter at Coney Island and return. There will be fast and slow divisions, with special prizes for the first four of the fast division to finish. There will be also two motorcycle divisions. Medals will be given to every one covering the one hundred miles.

Henry Veit, centurion of the Century Road Club of America, has been appointed chief pacemaker of the run. He will be assisted by a competent staff of pacemakers, three to each division, who will see that the scheduled speed of twelve miles an hour is not exceeded. Local riders have entered in large numbers, and there will be large delegations from Bridgeport, Boston, Jersey City, Elizabeth and other places. It is expected that fully eight hundred entries will be recorded.

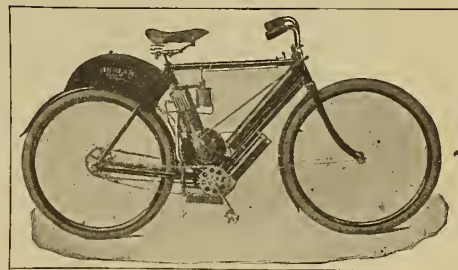
The Century Road Club Association's combination moonlight and double century run on Long Island, Saturday night, August 8, and Sunday, August 9, is an affair that offers two medals for one continuous ride.

Every rider who makes the Saturday night run, which will be over the Bedford Rest, Amityville, Valley Stream and Hempstead triangle course, and then rides the Sunday run over the Bedford Rest-Hicksville course, qualifies for both a solid sterling silver medal and a heavily plated gold medal of entirely different design. The single century medal alone will be awarded to all who make either the Saturday night run, starting at Bedford Rest, Brooklyn, between 7 and 8 o'clock, or the Sunday run, starting at the same place from 6:30 to 7:30 a. m. Sunday. Riders entering have the privilege of going in either or both of the runs as they choose. Entries are being received by Secretary D. H. Lodge, 50 West 112th street, New York.

Dunkirk to Have a Meet.

A day of excellent sport is promised for Saturday, August 1, at Dunkirk, N. Y., the Dunkirk Cycle Club having arranged to hold a field meet in Central Park. The details are not yet complete, but the card will include bicycle races from half a mile to five miles, motorcycle races and an unlimited pursuit race between Kessler and Unmack, of the Pleasure Cycle Club, and R. Shafer and J. H. George, of the Dunkirk Cycle Club.

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SPRINGFIELD, MASS.

HOW ACCIDENTS OCCUR

Here's an Expert who Tells Cyclists how to Fall Without Injuring Themselves.

Mr. Fitzjames Russell was standing talking to a man in the streets of Dublin, meantime sitting astride a bicycle. At the end of the conversation he pushed off, the wheels slipped, the machine came down and rider with it, and in some peculiar way his leg became entangled between the crank and the frame and was broken. I believe that this incident illustrates more clearly than anything the cause and character of 90 per cent of the cycle accidents that befall, says R. T. Lang, in the *Cyclist*. It is the little twist that is infinitely more dangerous than the absolute fall.

In my old football days I remember that we had a rule, "Never try to save yourself." It was particularly intended that the player should pay more attention to the ball and the game in general than to any little detail in the way of a broken neck, etc., that might be happening to himself. But the following out of that rule till it became second nature has been the cause of saving many a bad accident. Have you never noticed how rarely a youngster injures itself seriously, although it may be tumbling about the place all day long? The child knows nothing about saving its fall, and goes down "solid." Barring the result of a heavy contact, there is not likely to be much harm in falling on any part of the trunk. The bones are substantial, and there is often a good deal of flesh about that will serve as a partial buffer, and if you fall fair and square nothing much worse than unimportant bruises is likely to happen. It is when a man wriggles and tries to save himself by twisting into all kinds of unnatural positions that the worst accidents happen.

Another good rule that we learned in the days of the high machine was the proper use of the hands against the attacks of Mother Earth when she rose up suddenly in an inviting way. When it was quite in the usual order of things to come over the handles at least once during the course of an afternoon run, one grew accustomed to the game and treated it as merely a little gymnastic exercise that combined nicely with cycling. Indeed, one of the principal recommendations of riding with legs over the handlebar in those days was that the feet were always ready to catch one in case of a fall. But when "pitched over" in the usual way we got into the habit of throwing out our hands, and so saving the shock of the blow. But, mark you, we did not throw out the arms as rigid rods.

Almost everybody, I suppose, knows that in catching a cricket ball, if you have any respect for your hands, you will let them follow the course of the ball backwards a little. (If anybody doubts the advisability of

this, I recommend a few minutes behind the wicket, without gloves, and with a fast bowler at the other end.) In the same way, when the hands came down on Mother Earth there was an instinctive slackening in the rigidity of the arms, so that, while the head was prevented crashing on to the road, the arms did not have to take the full shock. Indeed, their duty was rather to protect than to prevent, to ease off the shock rather than to stop the body hitting the ground at all. As an illustration of this, in personal experience, the only occasions on which I was knocked into unconsciousness on the high bicycle were two on which my hands were partly occupied, and I was unable in consequence to save the force of the fall. In all this, however, I never attempted to save the trunk. Let that go. At worst, there will be nothing very serious. Use the arms simply to protect the head coming solidly on to the ground, but with the distinction of letting them give to the contact as you fall, and you will avoid both a broken head and a broken arm if it is possible to do so. It is the twist that kills.

Another question that often arises is whether there is less fear of accident when one is riding fast than when one is riding slowly. Undoubtedly there is less likelihood of a fall when one is riding fast (in reason), because the pace of the machine tends to correct any falling tendency, but if you do fall there are no half measures about it. Take, as an instance, side-slip. One certainly runs much steadier at a fairly fast pace than at a slow one, but a slip at the former means a certain fall, one at the latter a fall for the machine, but may not necessarily mean one for the rider. I am convinced that there is very little real danger in an actual, clean, straight fall.

I have seen many instances of accidents wherein men have been pitched into the road or track at from twenty to thirty miles an hour, when they have been knocked into unconsciousness, but have been out and about again and comparatively well in a day or two. Most men travelling at such a pace are athletes and have learned the trick of letting the trunk look after itself, and, bad as the fall may seem, when the road or track is clear there is little grave danger. It is the man who strikes an obstacle of any sort who gets into trouble. It may be by the twist that obstacle gives, or the concussion on the head or other vital part, but mere "skating" along a road or track is not very dangerous. It looks so, but I daresay we all know men who have indulged in it often enough, if we have not done so ourselves, and have come off eventually none the worse.

But the paramount advice to remember in any case of a fall is to let the trunk fall as it inclines. If possible, jump clear of the machine, so that you may get a clean fall, and use the arms simply to protect the head and nothing more. To old riders the advice is unnecessary, but to the very large number of present day cyclists, whose experience has been confined to the safety bicycle, it may be worth giving a reminder.

HARTFORD PASTOR ABROAD

His Bicycle Enabling him to "See the Country as Ordinary Tourists do not see it."

There is no class of people to whom the bicycle renders a greater service than to the intelligent and observant traveller, and the fact is made pleasantly evident in the following extract from a letter written from Switzerland by the Rev. Edward S. Ferry, formerly of Hartford, Conn., and received by one of his friends in that city. The letter is dated at Genten, on Lake Thun, Switzerland, July 8. Mr. Ferry writes:

"After a very delightful trip in Italy we are here in the loveliest spot of this Alpine country. Lake Thun is not surpassed in beauty of situation by any in the world. We are on the north shore, and the garden terrace with its roses and shrubs touches the water. Back of us the fertile hills slope steeply until you can count 5,000 or 6,000 feet ascent. Looking directly across the two miles of green water directly before us lies the Niesen, 7,000 feet, a beautiful pyramid, on either side of which rises a valley—beyond the one at the right rising the Rothhorn, and beyond the one at the left the higher snow capped mountains of the Blumlis Alps. Further to our left appears in bold white glory the giants of the Omerland Alps, the Monch, the Eiger and the Jungfrau. When the Alpine glow, shortly after sunset, turns these white masses into the warm tints of red or pink, one can fancy nothing finer even on the Celestial mountains. We find pleasant people in this very comfortable pension—representing England, France, Switzerland, Germany, Holland, Finland, besides our own dear land. On Monday next we shall have to leave, however, and journey first to Berne, then to Vevey on Lake Geneva, then direct to Paris by the 18th, where we shall remain until August 8 or 9, when we sail for home.

"The boys and I have ridden our wheels many hundred miles, and in that way have seen more of the country and the people than ordinary travellers do. I think I told you we were to ride from Munich to Florence, then to Rome, then along the Mediterranean to Pisa, Geneva and Milan."

Fined for Warning Motorcyclists.

An English motorcyclist, with the best intentions toward his fellow riders, was fined 10s. and costs for posting on the telegraph poles bills having the words "Police Trap" thereon. He stuck the bills on poles at the beginning and end of a measured distance, with the policeman concealed close at hand. The judge and police officials were exceedingly wroth at this, and he was also fined 50s. for "furious riding."

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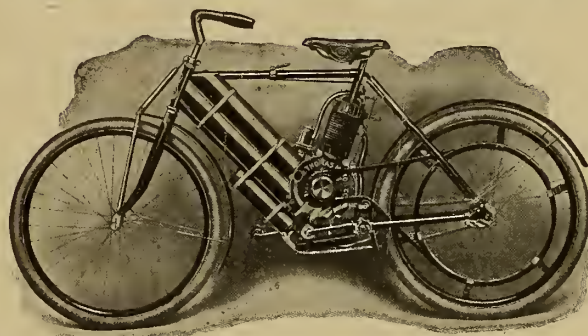
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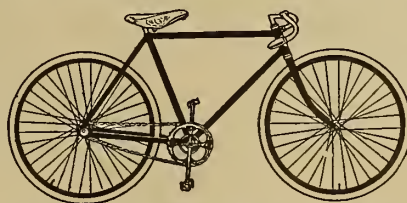
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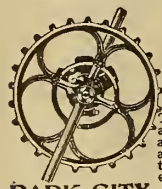
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GUARANTEED TIRES**

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To Test Heat of Sparks.

An instructive experiment can be made with a trembler coil, which strikingly illustrates the heating power of the electric spark. It also shows the importance of having the trembler properly adjusted. Remove the wire from the sparking plug and hold it a full three-eighths inch from some part of the motor (take care to grasp the wire by the insulation and well away from the end), then move the motor pulley round till the coil begins to "buzz"; of course, first see that the current is switched on. A powerful stream of sparks will pass continuously from the wire to the motor. Now, if a piece of ordinary writing paper be slipped in between the space it will not stop the spark, but a small hole will be pierced in it, and in a few seconds the paper will be set on fire. If a few drops of gasoline are placed on the paper it will ignite instantaneously. Now, should it be found that the spark does not perforate the paper, it shows that the trembler does not vibrate quickly enough. The wire should still be kept the same distance from the motor, and the trembler screw adjusted closer, till the spark is intense enough to fire the paper.

..... 1903

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154 NASSAU ST., NEW YORK.

The Week's Patents.

733,440. Pneumatic Tire. Aaron Vreeland, Singac, N. J. Filed July 30, 1902. Serial No. 117,676. (No model.)

Claim.—A pneumatic tire having a thin air tube and a protective covering formed of a flat woven base (a) and a thicker flat woven shoe (c) having a rubber coating and made of material of less width than the base and attached thereto at the edges, forming a pocket, with the padding of woven layers inside such pocket and such layers attached to one another and to the base at alternate edges, and the base being adapted to fit the curvature of the entire rubber tube and to be secured upon the tube by sewing the edges of the base together.

733,518. Bicycle. Pardon W. Tillinghast, Providence, R. I. Filed July 13, 1896. Serial No. 599,006. (No model.)

Claim.—1. In a frame for a bicycle or other vehicle, the combination of wood struts having forked ends, socket pieces adapted to receive said ends and adjustable tensional devices, engageable with said socket pieces, substantially as described.

One Cyclist's "Easy Money."

A cyclist living in the wilds of Queens County, where the untutored natives hire constables to hide in the woods and arrest automobilists, has hit upon an "easy money" plan for the summer.

He takes his cycle in the morning and goes forth upon the road to a point just below where he has located one of the police traps. When an automobilist comes scudding along he jumps out and brings him to a halt, and then tells him of the trap ahead. His manner does the rest. The automobilist, grateful for being saved from arrest and a fine, responds to the insinuation of the manner usually in a liberal way. As he is the only one in the business and shifts his stamping ground from time to time, the cyclist is making a good thing out of it.

Revival in Albany.

There is a revival of interest in the bicycle in and around Albany, N. Y., which causes the riders to be more in evidence this summer than they have been for several years past. In connection with the fact that there are as many bicycles ridden to-day as formerly, if not more, the local dealers say that the methods of indulgence in the sport have changed somewhat during the past decade. There is no longer the aimless ride, the century run and the meaningless scorching that once prevailed, or so little of it that it is not noticeable where so many bicyclists ride with a definite object—to get somewhere, to see something, and in many cases to combine business with pleasure.

London "Ancients" Up to Date.

Attached to the Honourable Artillery Company of London, which is to visit this country soon, returning the visit of the Ancient and Honourable Artillery Company of Massachusetts, there are a corps of bicycle signal men and a corps of motorcycle couriers. The Ancient and Honourable Artillery Company is one of the oldest, if not the oldest, military organization in the United States, and is virtually the child of the London company. It has not yet emulated its parent, however, in grafting one of the most modern ideas upon its ancient organism.

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IS OF THE

HIGHEST GRADE

WITHOUT THE

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HOW

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U S Patent Office
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Vol. XLVII.
No. 18.

New York, N. Y., U. S. A., Saturday, August 1, 1903.

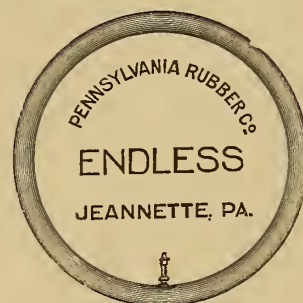
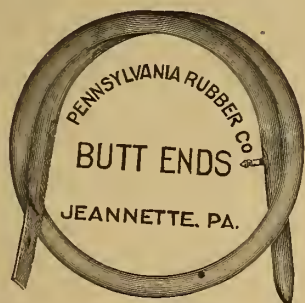
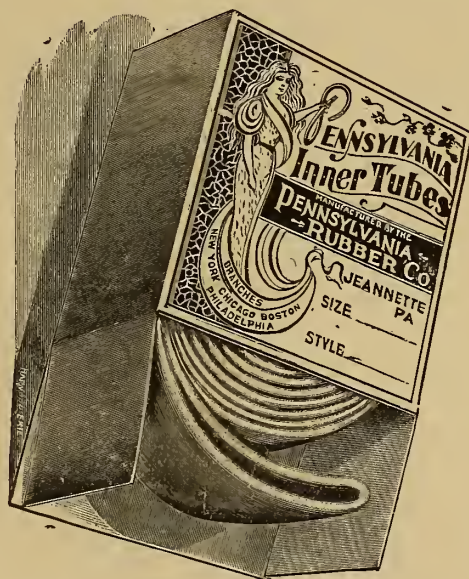
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NO EVASION.
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" . . . The Respondent has found a different mode of closure. . . . Let a decree be drawn, dismissing the Bill."

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THE GREATEST SUCCESS ON THE MARKET.

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ride down the shady lane with
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There are bicycles higher priced, but none better,
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There
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is made of a weight and strength which years of experience and study have shown to be correct for use under all ordinary conditions. It is the fastest, best to wear and easiest to repair of all road tires. It is made with two layers of strong Sea Island cotton fabric, of special open weave, and a substantial tread of rubber.

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is intended for use in sections of the country where the roads are flinty, or where there is unusual liability to punctures from cactus or thorns. It is made with the same amount of fabric as the Road Tire, and is not, therefore, more desirable for heavy-weight riders; but it is made with a much heavier tread of rubber than the Road Tire, which reduces the chances of puncture.

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is made with four layers of medium-weight fabric, and the tread of rubber is of the same thickness as that used in the Heavy Tread Tire. For tandem use, or for the single wheels of extremely heavy riders, we unqualifiedly recommend this tire as the best of all.

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is an extremely fast tire; for track work it can not be excelled. It is suitable for track work only, and is not guaranteed for general use, even upon good city pavements. Made with two layers of light-weight fabric and a very light tread, or surface, of rubber.

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They ride well, wear well, look well, and make bicycling a pleasure.

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The Sale of
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Has Steadily Increased
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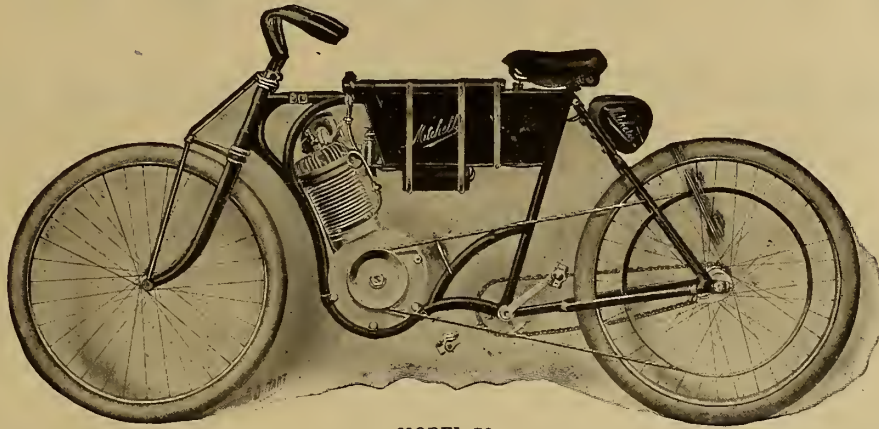


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Mitchell Mile-a-Minute

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\$225.00



MODEL 53.

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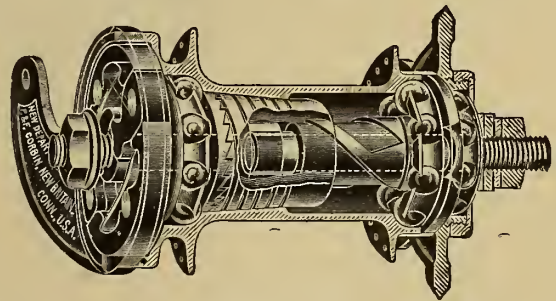
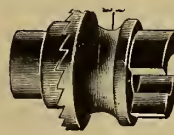
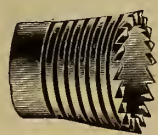
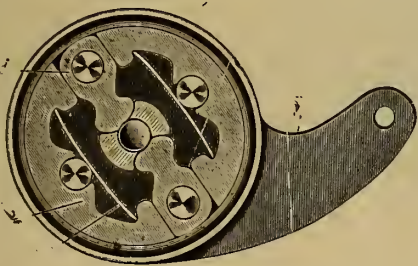
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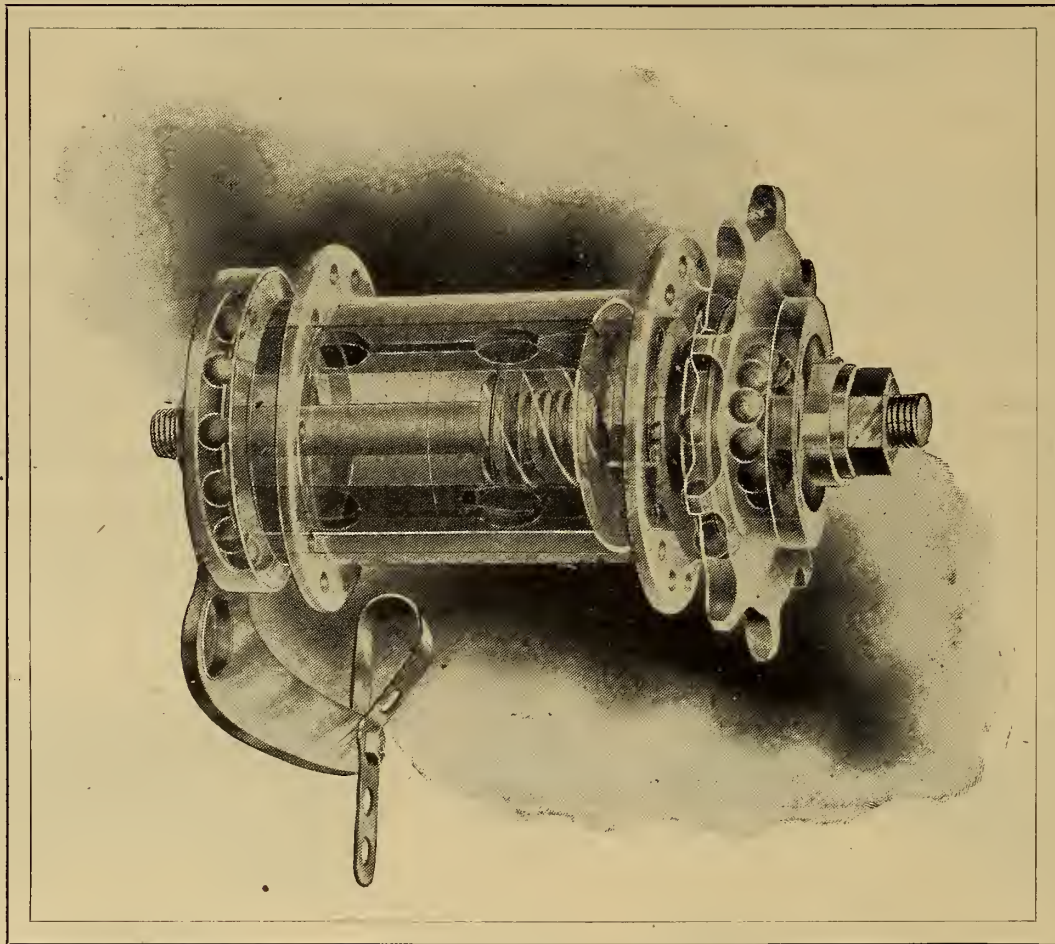
Can now be furnished promptly by any progressive jobber or dealer.

CATALOG ON REQUEST.

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THE MORROW

completed the good work begun by the
pneumatic tire—that of mak-
ing cycling a real
pleasure.



THE OLD MORROW INCREASED THE PLEASURE MARKEDLY; THE NEW MORROW INCREASES THAT INCREASE IMMENSELY—NO CYCLIST CAN EVEN IMAGINE HOW MUCH UNTIL HE HAS TRIED THIS PEERLESS COASTER BRAKE ITSELF. IT HAS "WON OVER" MANY OF THOSE WHO WOULD NOT HAVE TO DO WITH COASTER BRAKES OF ANY KIND, NOT EVEN EXCEPTING THE OLD MORROW.

ECLIPSE MACHINE COMPANY - ELMIRA, N. Y.

The Bicycling World

AND MOTORCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, August 1, 1903.

No. 18

GETS PROPERTY, NOT CASH

**Receivers Ordered to Reconvey A. C. M. Co.'s
Factories—Court Makes Reservations.**

The American Cycle Mfg. Co. is almost but not quite out of the receivers' hands.

On Wednesday Judge Kirkpatrick of the United States Circuit Court at Trenton, N. J., issued an order directing the receivers to reconvey to the company "all its real and personal property, franchises, rights and effects," but not the money in their hands.

This relief is granted the company on the condition that "it shall assume and promptly pay all of the unpaid expenses of the various receiverships of the company, including the fees of the principal and auxiliary receivers of the company and of their counsel." Failure to comply with this condition within thirty days gives the court the right to vacate or modify the order, and to direct the receivers to retake possession and control of the company's property.

This provision of the reconveyance grows out of the illness of Judge Kirkpatrick. He has not yet fixed the receivers' fees, having been too ill to attend a session of the court several days since, at which that matter was to have been settled. The "string" to his order is, however, little more than a matter of form, as a disagreement or failure to pay the receivers' fees is the extremest unlikelihood.

Action was taken in response to the American Cycle Mfg. Co. filing a petition praying for this relief, it being held that the only claims held against the company, including the certificates of indebtedness issued by the receivers, are those of the Central Trust Co. of New York, acting in furtherance of a certain plan and agreement for the reorganization of the American Bicycle Co., and also the Pope Mfg. Co., the new corporation organized pursuant to this plan. These two concerns filed their consents to the granting of the relief asked for. The court finds that the debts of the American Cycle Mfg. Co. have been paid or provided for, and that there remains sufficient capital to enable the company to resume its business.

There is outstanding of the certificates of indebtedness issued by the receivers the sum of \$600,000. The total amount of the company's liabilities when the receivers were appointed was \$958,155. The Pope Mfg. Co. has acquired all the shares of the capital stock of the American Cycle Mfg. Co., and the former has paid claims against the latter amounting to \$577,559, there still being claims unpaid of \$380,595.

George Pope, president of the A. C. M. Co., has filed an affidavit showing that the concern has bills receivable aggregating \$500,000 good and collectable. The receivers had on hand on July 27, 1903, cash amounting to \$143,000. The inventory of merchandise of the American Cycle Mfg. Co. shows that it is the owner of materials and merchandise amounting to \$1,500,000 in value. The value of the real estate and machinery of the company is upward of \$3,000,000.

Similar action by the courts in other States in which receivers exist is expected, but as it is in New Jersey that the bulk of the interests lie, the action of Judge Kirkpatrick is of the greatest importance. Until the receivers are formally discharged the Pope Mfg. Co. will not formally displace the American Cycle Mfg. Co., nor will its name be employed, although the Pope Mfg. Co. is now being signed to papers affecting the American Bicycle Co.

Promoter Evans Loses His Suit.

The long-drawn-out suit of Fred S. Evans, of Windsor, Ontario, against R. M. Jaffray, of Chicago; Hon. George A. Cox, W. Y. Soper, Ottawa; Hon. Lyman N. Jones, C. D. Massey and the executors of the Massey estate has finally been dismissed. Evans, who claimed to have a partnership in the promotion of the Canada Cycle & Motor Co., sued for an accounting of the partnership proceedings, and sued all the defendants except Jaffray. Justice Button, in dismissing the action, held that there was no evidence to maintain the charge of breach of contract.

Menke Due This Month.

Fred Menke, representing Ellis Menke, the well known German importer of Frankfort-on-the-Main, is due in New York about the 15th inst. He is coming to make his annual purchases, which attain a considerable volume.

DAY DECLARED BANKRUPT

**Action Taken at Special Session of Court—
Creditors Meeting Called for Monday.**

Despite efforts to avert it, and which at one time promised to prove successful, the Day Mfg. Co., Buffalo, has been adjudicated a bankrupt.

The action was taken at a special session of the Federal Court on Thursday of last week, William H. Hotchkiss being named as referee in bankruptcy.

He has given notice that the first meeting of the bankrupt's creditors will be held at No. 1103 D. S. Morgan Building, in Buffalo, at 11 o'clock a. m. on Monday next, August 3. Creditors are requested to "attend, prove their claims, appoint a trustee, examine the bankrupt, and transact such other business as may properly come before said meeting."

As the arrival in this country of the three-in-one of the concern, G. Frank Fries, president, treasurer and manager, has not yet been chronicled, it is not assumed that he will be among those in attendance. He went abroad before the failure, and has remained abroad since.

Mathewson Goes to Milltown.

Park Mathewson, of New York, connected with the India Rubber Co., of Akron, as its Eastern representative for the last three years, and until after the burning of its factory, has engaged with the International Automobile & Vehicle Tire Co., of Milltown, N. J., as general representative and assistant to Manager J. C. Matlack. He will visit all of the larger trade, and with a most extensive line of tires.

Fournier Delays His Visit.

Felix Fournier, of Felix Fournier & Knopf, Paris, who was expected to arrive in this country during July, postponed his visit and is not now due until about August 15. His firm is one of the most extensive handlers of American cycle goods in France, and must be a godsend to certain of the makers, as their wares are now little known and but weakly pushed in this, their own country,

NOT A MERRY MONTH

That is, so far as Concerns Exports—May's Total \$46,000 to the bad.

May's export figures show some improvement, inasmuch as the decline is the smallest that has taken place for many months. This loss over the corresponding period of 1902 is \$46,000 in round numbers, whereas in April it was just short of \$60,000. The exact figures are \$237,014 for May, 1902, and \$191,585 for May, 1903.

The detailed figures contain some surprises. The losses come almost wholly from three countries, one of which—Japan—has for a long time been most prominent among the heavy purchasers. The countries mentioned are the United Kingdom, with a loss of \$32,000; Japan, with \$16,000 loss, and the British West Indies, with \$9,000. But two other purchasers show a falling off—the Philippines, with a decrease of \$2,500, and "All other Africa," with \$2,300 loss.

The gains are small, six countries contributing almost all of them. Among these are found Germany, which, in spite of its inroads on the trade of other cycle building countries, purchased \$6,000 worth more than in May, 1902. France, Belgium and the Netherlands also show increases ranging from \$2,000 to \$4,000. Mexico kept up its good record by purchasing \$2,000 worth more than in May of last year, and Cuba did even better by taking \$3,000 worth more.

For the eleven months of the fiscal year the figures are \$2,132,629, as compared with \$2,627,572 for the same period of the previous year.

The figures in detail for the month and the eleven months, with the corresponding figures for the same periods a year ago, are as follows:

To Reorganize English Shows.

Some details of a plan of far-reaching importance to the British cycle trade and bearing directly on the matter of shows have been given out, and they are being viewed with keen interest in Great Britain. It is proposed by William Priest, head of the well known Quadrant firm and president of the Cycle and Motor Trades Association, to affiliate with the retailers' organization, the National Association of Cycle Traders, forming an entirely new association, comprising all branches of the manufacturing trades, and also to include the recognized firms in the wholesale trade. Between this association and the N. A. C. T. there would be the closest kind of co-operation.

It is part of the scheme to—with the approval of the new association, if it materializes—replace the National Show by a purely trade show. In this event the Crystal Palace would no longer be the venue, as its claims as a centre of public attraction with thousands of season ticket holders render it impossible for such a purpose. It is probable that this show, if the proposition is adopted, will be held in the Midlands—most likely in Birmingham—and, of course, the date would be subject to revision. In order to insure sufficient revenue from the "gate" to place it upon a paying basis, the public would be admitted on one or two days. Space would only be allotted to members of the association. This show would receive exclusive countenance and support from the N. A. C. T.

The plan is merely a tentative one, and may be materially modified.

Just before the King of Servia was assassinated he had decreed that a 7 per cent import duty should be levied on all machinery, including cycles, motors and all parts and accessories to such. Hitherto these products were imported free of duty.

SALESMANSHIP DEFINED

The Definition That Won a Prize and Some Others That did not Win.

This definition of "Salesmanship" won a \$25 prize as best expressing the qualifications of a good salesman:

"Salesmanship is the quality in a man—partly inherent, partly acquired—whereby he is able to successfully introduce, interest in and sell a prospective customer any article or commodity."

These other definitions submitted, while they failed to win the awards, do not lack interest because of it:

"The ability to sell goods, or other property, in a straightforward manner, with satisfaction to all concerned and with the least expenditure of time and money, but having always chiefly in view the benefit to be derived by the person for whom the property is sold."

"Salesmanship is that quality in a salesman which enables him, in the shortest space of time, to place in the possession of his customer the greatest amount of satisfactory merchandise, and in the coffers of his employers the greatest amount of profits; while at the same time preserving the lasting good will and respect of his customer."

"Salesmanship is ability to make sales; its attributes are health, honesty, courtesy, tact, resource, reserve power, facility of expression, a firm and unshakable confidence in one's self, a thorough knowledge of and confidence in the goods one is selling."

"Salesmanship is the science of putting into each day's work honesty in speech, loyalty to employer, the hustle of modern civilization, of watching your weak points, of strengthening them, of not only keeping your customers but gaining new ones, of being at all times a gentleman."

"Salesmanship implies prudence, magnetism, ability to gain confidence, the art of reading human nature, judgment to comprehend a customer; in other words, the faculty of a quick perception of character."

The Retail Record.

San Luis Obispo, Cal.—Ed Childer; damaged by fire.

Franklin, Mass.—R. G. Irwin; sold out to Fred S. Davis.

Summit, N. J.—Chester C. Henry; slightly damaged by fire.

Albert-Lea, Minn.—Henry Stenerson; succeeded by Frank T. Rogers.

England and Germany Gain.

Returns for the month of June disclose the usual increase in England's cycle exports, £66,318, as against £50,489 in June, 1902. Germany's exports for the first four months, the latest period obtainable, also develop a substantial gain, from 1,812 tons to 2,285 tons.

| Exported to— | June— | | 12 months ending June— | | |
|--|----------|----------|------------------------|-----------|-----------|
| | 1902. | 1903. | 1901. | 1902. | 1903. |
| | Values. | Values. | Values. | Values. | Values. |
| United Kingdom..... | \$53,194 | \$21,674 | \$437,128 | \$460,782 | \$264,180 |
| (a) Belgium | 4,834 | 8,054 | ..... | 48,680 | 43,678 |
| France | 9,861 | 11,914 | 162,828 | 207,180 | 158,810 |
| Germany | 8,010 | 14,147 | 199,398 | 305,156 | 128,766 |
| (a) Italy | 3,873 | 3,897 | ..... | 67,542 | 48,221 |
| Netherlands | 5,308 | 8,049 | ..... | 158,340 | 84,017 |
| Other Europe..... | 13,447 | 12,264 | 505,483 | 307,871 | 182,937 |
| British North America..... | 14,400 | 11,998 | 303,372 | 164,073 | 168,676 |
| Central American States & British Honduras | 234 | 153 | 5,175 | 4,688 | 2,958 |
| Mexico | 2,816 | 4,984 | 20,585 | 23,472 | 47,714 |
| Cuba | 557 | 3,429 | 14,161 | 16,592 | 12,665 |
| Other West Indies and Bermuda..... | 4,680 | 3,605 | 52,462 | 51,743 | 37,914 |
| Argentina | 321 | 739 | 24,653 | 9,965 | 12,980 |
| Brazil | 502 | 540 | 10,427 | 5,683 | 7,204 |
| Colombia | 68 | 11 | 612 | 1,049 | 927 |
| (b) Venezuela ..... | ..... | 10 | ..... | 604 | 268 |
| Other South America..... | 984 | 1,068 | 32,538 | 24,198 | 18,030 |
| Chinese Empire..... | 1,022 | 794 | 20,095 | 59,386 | 20,315 |
| British East Indies..... | 11,678 | 2,592 | 61,856 | 54,939 | 37,930 |
| Hong Kong..... | 375 | 443 | 9,252 | 5,279 | 3,256 |
| Japan | 57,398 | 41,543 | 252,200 | 270,730 | 447,677 |
| British Australasia..... | 24,528 | 25,007 | 207,740 | 216,471 | 245,512 |
| Philippine Islands..... | 5,292 | 2,847 | 72,469 | 21,781 | 17,039 |
| Other Asia and Oceania..... | 1,886 | 2,376 | 24,235 | 25,075 | 31,109 |
| British Africa..... | 8,441 | 8,423 | 98,830 | 109,811 | 100,803 |
| All other Africa..... | 3,305 | 991 | ..... | 6,353 | 8,980 |
| Other countries..... | ..... | 33 | 305 | 129 | 63 |
| Total | 237,014 | 191,585 | 2,515,804 | 2,627,572 | 2,132,629 |

(a) Included in "Other Europe" prior to January, 1901. (b) Included in "Other South America" prior to January, 1901.

OLD FIRM FAILS

McKee & Harrington Finally go Under— Twice had Fortunes Within Their Grasp.

On Monday last the firm of McKee & Harrington, this city, assigned without preference to John J. Ranagan. No figures are obtainable, but it is hardly possible that any considerable items are involved. The failure was not unexpected; the wonder is that it was so long postponed. Dry rot, the result of long years of ultra-conservatism, is about the best reason that can be assigned for the trouble.

Although they never cut a big or really important figure in the trade, McKee & Harrington constituted one of its historic institutions. They were generally credited with being the second manufacturers of bicycles in this country. They themselves claim to have first engaged in the business twenty-five years ago; they certainly were producing the Union bicycle in 1882. At the time baby carriages formed their chief output, their factory being in Lyndhurst, N. J., and their salesrooms at 175-179 Grand street, New York, where they remained until their removal to 123 Warren street, a few months since, the factory in Lyndhurst having been given up several years ago.

Had more aggressiveness and less conservatism and hesitation marked their policy, the firm might have been one of the powers of the trade. Their history is one of wasted opportunities. In the early days they had a claim to the basic Lallement patent, but the Pope Mfg. Co. disputed the claim and so vigorously that after a weak fight McKee & Harrington surrendered and consented to become a Pope licensee; it has often been stated that Colonel Pope "bluffed them to a standstill." Soon after the firm lost heart, and for a term of years, or until the safety gained favor, they discontinued the manufacture of bicycles.

Soon after they took up the manufacture of the Lyndhurst safety, opportunity again presented itself. They were first to make use of wood rims; its speedy popularity promised a fortune, but again Fortune took wings and with little or no protest flew elsewhere.

During the boom the firm flourished; when it spent itself they began to shrivel, and have been shrivelling ever since. Their failure has long been viewed as a mere matter of time.

Joseph McKee and Charles F. Harrington constituted the firm. McKee was the office man, and a gentler, more considerate gentleman never breathed. Harrington was the factory man, and one possessed of undoubted mechanical ability. But both were so cautious that aggressive rivals had no trouble in elbowing them out of the way. There is this to be said of them, however; they always made a good bicycle.

Perplexed by a Puncture.

He was the picture of misery, and his companion looked scarcely less dejected. A glance at the rear tire of the first rider's machine told the story—it was perfectly flat: "Is there a bicycle repairer in town?" asked the unfortunate.

"Well, Shriner, the barber, down the street, does that sort of work sometimes. But I don't think he is home now," was the reply of the man addressed.

It was then about 2 o'clock on a Sunday afternoon in a little village a dozen miles away from any town, and matters looked pretty bad if the barber failed. So the two wheelmen wended their way to the little shop and began to pound on the door. There was no response, and a visit to the house in the rear was equally unproductive. So a return was made to the place where the first inquiry was made.

"No one else does repairing here, I suppose?" the man with the flat tire asked. Receiving a reply in the negative, he next inquired whether the barber was likely to return soon. Probably in an hour or two, he was told.

"Well, I think I will wait," and the two went over to a shady spot and sat down.

An auditor more curious than the others followed them, and asked what the trouble was. Informed that it was a puncture, caused by picking up a nail, he next asked what kind of a tire it was.

"A single tube tire," was the reply.

"Haven't you any repair outfit?" was the next question.

"No; and if I had I wouldn't know how to use it," was the frank admission. "I suppose I ought to learn to repair these tires," he went on, "but I never get right down to it. You see, I rarely have any trouble, and when it does come it hits me pretty hard. Now, for instance, I've got to wait until that barber gets back, and maybe then he won't want to work on Sunday. They are mighty independent around here."

May Affect Export Trade.

S. E. Knudson, who, representing Chr. Achen, the important Copenhagen importer, spent several weeks in this country, sailed for home on Thursday last.

Before leaving he remarked that he feared the inclination to higher prices which he found prevailing here would drive business to the German manufacturers, who are keenly and constantly on the scent of Scandinavian trade. They not only are lowering prices, but as they court the retailer assiduously and extend long credit, the way of the Copenhagen wholesaler, who favors American goods, is made harder by the slightest increase in quotations.

Despite the competition Mr. Achen has up to the present time been able to hold his own, and as he contemplates the establishment of a branch house in Russia he naturally anticipates a considerable enlargement of his business.

MARSH MATTER MIXED

Small Satisfaction for Cash Depositors but Machinery Men Secure Their Money.

H. H. Chase, an attorney representing a number of those who had advanced the price of Marsh motor bicycles, had an interview with the receiver of the Motor Cycle Mfg. Co. in Brockton last week, and was given the rather indefinite assurance that "the outlook is good." The lawyer was also assured that "an effort will be made to either refund the money or give bicycles to those who have paid in advance." Mr. Chase has been considering applying to the equity session of the Superior Court for redress, but has not yet moved in the matter.

Another lawyer representing other claimants of the sort is quoted as saying that he would not act in conjunction with the other attorneys in carrying the cases to the equity court, "as he did not believe that that was the proper method to pursue in getting redress, as the court might think it proper, because of the disagreement between creditors, to order that the business be wound up."

The stockholders of the company do not appear much worried by this aspect of the case, as it is stated that they regard the cash depositors as general rather than preferred creditors.

The stockholders saved the embarrassed concern from additional embarrassment last week by giving their notes for \$3,600 which remained unpaid on the automatic machinery purchased prior to the failure. It appears that the machinery had been purchased subject to lease, and, being their property, the makers threatened to remove it from the factory if the \$3,600 still due was not forthcoming. They secured a note for the amount.

There are those of the stockholders who cling to the hope that the concern will be reorganized, although a Western "angel" who had viewed the plant, and whom it was thought would invest his capital, has not since been heard from.

Old Lozier Plant to be Sold,

On August 11 the old Lozier plant at Thompsonville, Conn., will be put up for sale at auction. It is the property of the American Bicycle Co., which desires to dispose of it, and takes this method of doing so.

The building was erected by popular subscription in 1896, especially for the Lozier Co., and was used by it for several years in turning out its cheaper grade of machines. It was finally closed and the machinery removed to Westfield. A peculiar feature in the transaction of granting the building was the insertion of a clause that it should never be used for the manufacture of textiles, which therefore forbids purchase for many kinds of manufacturing.

NATIONAL BICYCLES



are built
for all kinds
of service.

They are
ridden
everywhere.

National Cycle Manufacturing Co., Bay City, Mich., U. S. A., MAKERS

THE FINEST TIRE MADE—

FISK

One grade only—the Best.

FISK RUBBER COMPANY, = Chicopee Falls, Mass.

BRANCHES:

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604 Atlantic Ave.

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PHILADELPHIA,
916 Arch St.

CHICAGO,
52 State St.

SYRACUSE,
423 So. Clinton St.

BUFFALO,
28 W. Genesee St.

DETROIT,
284 Jefferson St.

SAN FRANCISCO,
114 Second St.

THE BICYCLING WORLD

FOUNDED 1877
and MOTORCYCLE REVIEW

In which is Incorporated
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General Agents: The American News Co., New York City and its branches.

Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, AUGUST 1, 1903.

Why the Coaster-Brake.

The coaster-brake is one of those articles that "grows on" one the longer it is used. Because of the fact, it is fair to assume that the chief reason it is not adopted as part of the standard equipment is because the bicycle manufacturers themselves are not riding bicycles fitted with the device.

An extended tour in strange countries—the first in which we engaged since coaster-brakes attained popularity—has served to strengthen this assumption; certainly it increased the oft-expressed belief that the coaster-brake really is the greatest invention pertaining to bicycles that has made its appearance since the pneumatic tire.

It is not alone the exhilaration that comes of being able to whizz down hill in safety and with feet in a natural position that is its charm; it is the energy that it saves and the rest that it affords.

On the occasion of the tour in question we descended a steep, tortuous hill five miles in length with scarcely a turn of the pedals. We were able to "let 'er go" on the straight,

safe grades and to check speed on the dangerous curves and steep descents. On a bicycle with a fixed gear the negotiation of such a hill would have entailed almost constant backpedalling; even with a hand brake it would have meant cramped fingers and legs and heated tires and a loss of energy, a tired feeling and a mixture of pleasure and the other thing not easily measured.

On long hills or short ones the coaster-brake saved—and saves—the muscular energy wasted in backpedalling and "following" the pedals, and increased—and increases—the rest, zest and pleasure in similar or greater proportions. With it, it was—and is—possible to really "drink in" the beauties of nature—to instantly slacken pace and on hill or level to glide slowly along the road and view picturesque surroundings or to

"We receive regularly several copies of the *Bicycling World*, and those who are favored with the first reading are always besieged by others who are awaiting their turn. There can be no question as to its value as a cycling medium."

AMERICAN CYCLE MFG. CO.

By J. F. Cox, Purchasing Agent.

stop as easily and as quickly to kodak a particularly impressive scene or sweep of country or to steep one's soul in it.

To the man whose muscles were soft, the rest afforded by occasionally ceasing to pedal and glide along the level, with legs straightened or extended, and at the same time and at other times to change his position in the saddle or to lift his weight off the saddle and carry it on one pedal or the other, was—and is—more than grateful. It converted—and converts—pain into pleasure.

A tour of the sort, we are convinced, would so speedily show the American bicycle manufacturer the error of his way that the bicycle with a fixed gear would soon become here what it is abroad—a rarity. In setting their faces against the coaster-brake, or at least in giving it but lukewarm support, our makers are robbing themselves of profit and subtracting from cyclists' pleasures.

Will they continue so to do, or will they do what we have so often urged—make the coaster-brake model the standard model, and the fixed gear the option? The time for such a move is over-ripe.

On Helping Oneself.

That Heaven helps those who help themselves, or, as Napoleon put it, "God is on the side of the biggest battalions," is some-

thing that many dealers—and makers, too—are apt to forget. They wait to be helped. If help, in the shape of customers, does not come, they repine, lament and brood over the good old days that are past. They, or a considerable section of them, do little or nothing to coax these days to return, make weak attempts, or none at all, to force bicycles on the attention of the public.

In a recent conversation with a dealer in a good-sized town it was brought out that trade had to be hunted nowadays. "You have got to go out after your man if you want to make a sale; he rarely comes to the store."

We asked him what he was doing to attract customers, and he admitted, after some hesitation, that he wasn't doing very much. His trade in sporting goods—baseball, golf, tennis, etc.—kept him pretty busy, and he had to give it most of his attention. Yet he had had a fairly good cycle season; nearly all his sales had been good, clean ones, and of the better class of machines; and when he could get time to go out after bicycle trade he rarely missed making sales. As to advertising bicycles, he seldom did it, although he carried a regular line of advertising in his local papers. "Everybody knows me and the wheels I handle," he said, "and if they want new machines they will come to me. Now, baseball and tennis goods, they are the quick sellers this year. Everybody wants them, and they go out nearly as fast as I can get them in."

Here was a good business man, and one having no complaint to make as to his total sales; but he was plainly out of heart over bicycles; although why, Heaven only knows. By his own admission his bicycles sold themselves, and whenever he found time to push them he had not the slightest trouble in increasing his sales. What more could any man ask?

The truth of the matter is that few dealers think it worth while to advertise bicycles. By some singular mental process they look upon money expended in doing so as money wasted. "What's the use?" they seem to be always asking, and, getting no reply, continue to plod along in the same old rut.

Perhaps his side lines did pay him better than the bicycles would have done, although this is by no means clear. But was that any reason why the bicycle end of the business should have been neglected? Could not it, as well as sporting goods, have been looked after properly? The profit on one first class bicycle was more than that to be derived by a dozen sales of baseballs or golf sticks, or

say nothing of the turnover being a cleaner and in every way more satisfactory one.

Dealers of this sort—well intentioned, good storekeepers in a sense, clear sighted as a rule—abound. They expect impossibilities—look for help from without, for a return of the halcyon days of old. They will look in vain. A return to prosperity, modest enough, is reasonably to be expected. But it will not come altogether from the outside. The dealer must first help himself.

Turning the Price Scale.

At no time within the last half dozen years has the general cycling public been more open to conviction on the price vs. quality controversy than at present. Scarcely a dealer can be found who does not see the demand for the cheapest class of goods growing smaller and smaller. People who formerly bought them now purchase the medium grades, while buyers of the latter need little persuasion to convince them that they ought to take the best models.

There are dealers and makers who perceive this changed feeling and take advantage of it by putting their best goods in front and steadily keeping them there. But there are others who pursue an exactly opposite course. The latter are content to sell anything that the customer asks for, or anything that they think he wants. He may be entirely ignorant of the fact that there are chain bicycles listing at more than \$50 or chainless at more than \$75. He may never have heard of the coasterbrake, the cushion frame, the spring fork, the changeable gear, and for all the class of tradesman referred to may do, he will remain in ignorance to the end of the chapter. Perhaps he is looking for just such information; perhaps he has delayed purchasing in the expectation of different machines being brought out, and finally bought in the belief that they had not appeared. In such case a few words would have informed him of the truth, and made him a pleased owner of one of the latest and most approved models. But they were not forthcoming.

Again, there are old wheelmen who stopped riding years ago. The desire to take up the pastime once more is frequently upon them. A little talking to, an explanation of the new things that have appeared, an offer of a demonstration machine for the purpose of illustrating the virtues dilated upon, would in many cases turn the scale. How many dealers are circulating among such people and doing the missionary work that at one time was deemed essential?

IS STILL A BICYCLE

Addition of Motor Does not Change its Nature—English Court's Important Ruling.

An interesting case, and as establishing a precedent, one of vital importance to motorcyclists in this country, was decided by the Bristol (England) Quarter Sessions early in July. It goes far to support the contention "once a bicycle always a bicycle."

G. F. Rowe appealed against a decision fining him 20 shillings and costs for keeping a motor bicycle without a license. His contention was that the Locomotives on Highways act of 1896 lays down that "duty shall be payable on every light locomotive which is liable to duty, either as a carriage or hackney carriage." As the bicycle does not pay duty in either case, it was argued that the addition of a motor did not change its nature or bring it within the scope of the act. The court upheld this view and quashed the conviction. The judge said he was willing to state a case if the inland revenue authorities desired the opinion of the higher court, but no notice of appeal was given.

Ohio Motorcyclists to Organize.

A motorcyclists' club is a probability at Columbus, Ohio, where the number of motorcycles has increased until organization seems to be the logical step. A preliminary meeting of those interested was held last week at the store of W. E. Evans, No. 67 East Gay street, and plans to organize a club were discussed. The matter was not definitely decided upon, but will be at a meeting scheduled for this week.

It was decided to give a run to Dublin on Sunday morning, and after a dinner return over a different route to Columbus. There are fourteen motorcycles owned locally.

Wyman in Nova Scotia.

George A. Wyman, the Motorcycle Magazine's cross-continent traveller, is recuperating in Nova Scotia. When he is himself again it is likely that he will locate in the East and not return to California.

Despite the strenuousness of his journey from ocean to ocean, Wyman is not wholly disinclined to repeat it; and, profiting by experience, and with a motor bicycle of greater power, he believes the distance can be covered in less than thirty days.

Childs Prepares to Appeal.

Edward D. Childs, the Brooklyn lawyer who was arrested for riding a bicycle on Ocean Boulevard, Brooklyn, has retained James D. Bell as his counsel in the appeal which he is preparing. Mr. Bell, who served a term as president of the Long Island Good Roads Association, is one of the leaders of the Kings County Bar and is no stranger to the points involved in the case.

Mr. Childs, who has been a loyal member of the L. A. W. for many years, has been disgusted with the attitude taken by the

officials. Although the legality of the "Liberty bill" and the right to the free use of all roadways and driveways is the principle involved, the officials are dodging the issue and apparently seeking to avoid anything that will require any real work or effort on their part. It was after he had been convinced of the impotency of the League that Mr. Childs retained Attorney Bell.

Since Mr. Childs's arrest Alex Schwalbach, who several years since rode on the Boulevard and unsuccessfully invited arrest, has again ridden on the roadway, but again the police declined to molest him.

Lincoln Dealers Entertain Riders.

An experimental run, "chaperoned" by the Lincoln (Neb.) dealers, was conducted at that place last week, and was so successful that similar affairs will be held from time to time. A line of wheelmen about half a mile in length took part and made the trip to Havelock in good time. On returning Lincoln Park was visited, where a fine dinner was served. The feast was greatly enjoyed, and when it was announced that in the future, if the wheelmen of Lincoln would join, other runs and similar entertainment would be given, there was much satisfaction.

The "Nerve" of a Thief.

For sheer "nerve" a certain English thief stands out in bold relief. He had abstracted a machine, without the owner's knowledge, of course, and unwittingly left it in an exposed place. Along came another thief—perhaps ignorant of the fact that its "owner" was one of the profession—and "lifted" it. Thereupon the first thief reported that his machine had been stolen and asked the police to look out for it.

For National Organization.

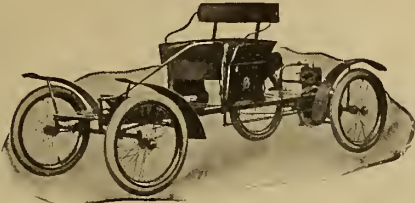
It is now practically certain that the meeting to effect a national organization of motorcyclists will be held in this city on Labor Day, Monday, September 7. The New York Motor Cycle Club's committee in charge of the project is working on a programme of sport, entertainment and business covering that day and the preceding Saturday and Sunday.

Please Don't Smile at This.

As the L. A. W. lacks sufficient vitality to continue its annual meet, an easy way out of the difficulty has been found by designating August 31 as "League Day." On that date it is hoped that L. A. W. members in several cities will get together at a table d'hôte and eat, drink and be as merry as League memories, old and recent, will permit.

Tour for Reverend Riders.

A ten days' "ministers' tour" in the Shenandoah Valley is being arranged for New York and Brooklyn clergymen. The details have not yet been planned, but it probably will be made in October. An official photographer and an historian will be with the party.

PRICE, \$375.

Patented March 10, 1903.

Any infringement of the above claims will be subject to immediate prosecution.

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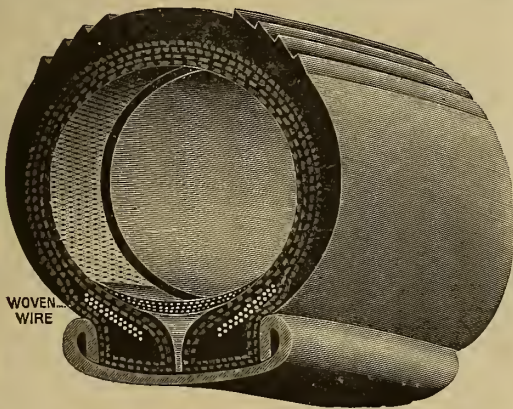
THE FOLLOWING ARE A FEW OF OUR LEADING AGENCIES, WHERE BUCKBOARDS CAN BE SEEN AND PURCHASED:

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 Dayton, Ohio, Kiser & Co.
 Denver, Col., Bilz Bros.
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Hackensack, N. J., C. M. Van Zandt.
 Hammondsport, N. Y., G. H. Curtiss Mfg. Co.
 Indianapolis, Ind., Cecil E. Gibson.
 Jacksonville, Fla., J. A. Cunningham.
 Los Angeles, Cal., A. R. Maines Mfg. Co.
 Lakewood, N. J., C. H. Shinn.
 Lebanon, Pa., Geo. Krause Hdw. Co.
 Latrobe, Pa., Auto. & Cycle Hospital.
 Lincoln, Neb., The Moore Motor & Equipment Co.
 Macon, Ga., J. W. Shinholser.
 Minneapolis, Minn., Northwestern Motor Vehicle Co.
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 Newark, N. J., L. J. Wyckoff.
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YALE BICYCLE

has been adopted as the official mount of the Newark (N. J.) police squad after examination and comparison with all other bicycles.

You all know why. If you do not, we will be pleased to inform you.

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GREAT GOING AT BOSTON

Caldwell, in Golden Wheel Race, Smashes Competition Record and has a Good Lead.

Remarkable riding characterized the opening nights of the Golden Wheel race at Charles River Park, Boston, this week. An accident that just escaped being very serious marred Monday night's racing, and threatening weather caused the postponement of that of Wednesday night until Monday of next week. Caldwell proved the star of Monday and Tuesday, covering 47 miles in the hour on the first evening and 47 miles 954 yards—world's record in competition—on the second. By this superb work Caldwell established himself in a good lead over Munroe, his nearest competitor.

The Golden Wheel race was first run in 1900 at Charles River Park, when "Johnny" Nelson won it.

The present race had as starters Basil de Guichard, who was much fancied for the place; Harry Caldwell, "Benny" Munroe and Gus Lawson. The conditions were that one hour should be ridden each night, and in case of postponement by reason of rain or other causes it was to be carried over until the following week. On Monday, the opening night, the amateur races which were scheduled as a "filler" fizzled owing to the refusal of the men to ride for small prizes. It was not until 10 o'clock that the men were sent off, and Lawson was the first to catch his pace after the pistol fire, and, cutting out a fast pace, he managed to lap Monroe in the first mile, taking Caldwell and De Guichard along with him. At the fourth mile Caldwell challenged for the lead; he managed to get by Lawson, and while taking the pole on the turn he drew away from his pace and dangerously close to Newkirk, Lawson's pacer, who, in order to prevent a collision, steered up the bank. He went up too far and struck the fence at the top and lost his balance. The motor came down in a heap, bringing Lawson with it and catching Caldwell and his pacer, Ruden. The four men and machines went down like a house built of cards.

In trying to pass them Munroe struck the machine, and he also went down, sliding half way along the stretch on his stomach. De Guichard was the only man left on the track, and he cut loose and gained the leadership. Caldwell was the first of the trio to get going. He was quickly followed by Munroe and Lawson. At the end of the first fifteen minutes of riding De Guichard was leading, with Caldwell second, Lawson third and Munroe in last place. All three men showed the effects of the fall, but none seemed to be seriously injured.

At the end of the first half hour De Guichard led Caldwell by three laps, while Munroe was in third position, with Lawson fourth. Caldwell then seemed to improve, and in the next fifteen minutes gained three-

quarters of a lap on the Frenchman. By hard and persistent work, Caldwell managed to trail De Guichard in the fortieth mile, and then, while trying to get up, dropped his pace for a second, so De Guichard regained a quarter of a lap. Caldwell, however, was game to the core, and, once attached to his motor again, went after the scalp of De Guichard. He trailed him again at 41 2-5 miles, and then went by, De Guichard putting up no fight.

At 44 miles Caldwell was but one lap to the bad, and before the Frenchman recovered from a loss of pace Caldwell had gained the required distance to give him the leadership. It was a fine up-hill battle, and a notable victory for the man from New Hampshire, who finished the first hour's ride in the six-day contest by one lap over De Guichard after bettering Elkes's record of 41 miles 250 yards. During the hour Caldwell rode 47 miles, De Guichard 46 4-5, Munroe 39 2-5 and Lawson 34 1-5 miles.

The second night's ride was uneventful, save for the magnificent riding of Caldwell and Munroe. On account of the accident on the first night it was agreed that Munroe and Lawson should start on the mark made by De Guichard, who finished second. Therefore, Caldwell began the second hour with one lap over his three rivals. From the start Caldwell set a hot pace, and Munroe was the only man able to keep within hailing distance of him. At thirty-five minutes Caldwell was four laps ahead of Munroe, when he lost his pace and the lead, Munroe covering five laps before Caldwell got going again. A brilliant contest then ensued, and at forty-five minutes Caldwell went to the front again and was never headed.

At the expiration of sixty minutes the score was as follows: Caldwell, 47 miles 954 yards; Munroe, 47 miles 85 yards; De Guichard, 38 miles 410 yards; Lawson, 32 miles 418 yards.

On Wednesday night a postponement was made on account of threatening weather. This hour will be ridden off on Monday of next week.

Mock Meets Defeat at Last.

More than four hundred riders participated in the fifth annual veterans' century run of the Century Road Club Association on Long Island on Sunday last. They were split up into five divisions, one of them a fast pack. The race home from Valley Stream was of more than usual interest, and brought keen joy to the Association men. For many months Charles Mock, the fast man of the hated Century Road Club of America, has been entering the Association's races and licking its best men so consistently that the demand arose that he be barred. The demand was not heeded by the officers, and on Sunday their judgment was justified when Paul Bichette, one of their own men, defeated Mock by half a wheel in a driving sprint to the finish. Charley Burnley and H. S. R. Smith, of the Association, finished third and fourth, and were within hailing distance of the leaders.

FUED BREAKS OUT AFRESH

Fresh Cause for Offense in C.R.C.A.'s Fight Induces Fanning of Flames.

There has been blood on the moon in this vicinity during the last week. It came about through the publication in a daily paper of an alleged report that the breach between those confirmed "feudists," the Century Road Club of America and the Century Road Club Association, was "about to be healed by the transfer of the members of the Association, as individuals, to the Americas." When it gained currency at the Association headquarters the statement sent up the thermometer to fighting heat, and the air has since been surcharged with sulphur and brimstone. After obtaining control of his emotions, President Van Dyke had his typewriter work overtime in sending broadcast the following expurgated expression of the Association's sentiments:

"If the two organizations—the Century Road Club Association, with its 900 members, and the Century Road Club of America, with its 100 members or less—are ever to be brought together it will not be due to the policy of the Century Road Club of America of electing to membership every discarded, expelled or discredited member of the larger club and advertising this process as a steady loss of members, thus placing a premium on unfair century riding, or by its policy of advertising for the same day a century run every time the Association, or any one friendly to it, has a run.

"The original split was caused by irregular dealing, principally in financial matters, within the Century Road Club of America, by officers still prominent in that body.

"Of the Century Road Club Association's large membership probably 80 or 90 per cent never belonged to the Century Road Club of America, and cannot therefore be classed as 'seceders.' They belong to the Association because it is big, popular and enterprising, gives a vote to all members, and has as its officers honest, square men whose acts are all open and above board.

"The Century Road Club of America has no chance unless it discards its elastic constitution, one-man mode of government, certain discredited officers and its 'rule-or-ruin' policy. It would like to gain some of the Association's good members or material, hence the misleading notices of 'breach healing' it is constantly sending to the newspapers.

"The Century Road Club Association has no fight with the other body, which is too small to bother with; but it does object to its misrepresentations in the public press regarding the America's private grievance, which is its one excuse for existence."

Basil de Guichard is the youngest pace follower in the world. He is not yet eighteen years old. In answer to inquiries which have appeared in various papers, his father, A. de Guichard, states that Basil was born on December 28, 1885.

THE NAME PLATES

Columbia *Cleveland* Tribune

~ On Our 1903 ~
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represent the high water mark of expert Motor Bicycle Making. They are a guarantee of worth based on years of progressive manufacturing experience. They are an insurance policy placed there for the benefit of the rider.

In the Motor Bicycle Endurance Test from New York to Worcester and return on July 3rd, 4th and 5th, there were 32 starters, three of which were our 1903 Model B IMPROVED MOTOR BICYCLES. 16 machines finished and 14 of the 16 came through all right.

Every one of Our 1903 Model B Improved Motor Bicycles
covered the entire distance with a perfect score of 1,000 Points

394 MILES over all sorts of roads proved conclusively
 that there are no weak points in them.

PRICE \$225.00

~ GENEROUS PRAISE ~

has everywhere followed the use of the Two-Speed Chainless Bicycle. All roads are alike when mounted on one of these machines. The rider can obtain a Low Gear, High Gear, Coaster or Brake while going at full speed by a simple back pedal motion. They are acknowledged by experts to be the most perfect, most comfortable, easiest riding bicycle ever produced.

COLUMBIA, CLEVELAND, TRIBUNE
Two-Speed Chainless = Price \$85.00

Racers, Roadsters, Cushion Frames, Spring Forks, Juveniles

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Eastern Sales Department

HARTFORD, CONN.

BAD DAY FOR CHAMPIONS

Hurley and Kramer Defeated—Eighteen Men Fall—Motorcycles Evoke Interest.

After four successive postponements due to rain, the meet at Manhattan Beach finally occurred on Saturday last. The postponements, as usual, affected the attendance, some fifteen hundred spectators only being present.

It was a bad day for champions. In their respective classes, both Kramer and Hurley met defeat, Hurley also sustaining a nasty fall in one of the biggest and most picturesque spills that have occurred on the track in recent years. It happened in the five mile open. On the third mile, of twenty-six men remaining in the race, eighteen fell, Hurley among the number. They sprawled all over the track, some being pitched inside the curb and others going over the bank and disappearing from view. Fortunately none were seriously injured. The fall robbed the event of interest.

In the mile handicap Hurley qualified easily, finishing third in the heat, and in the final seemed to have the race at his mercy, when he unaccountably sat up. W. R. Lee (120 yards) won by inches in a driving finish. Neither Billington nor Glasson, who were entered, appeared.

For the professional events the Pope teams made their appearance with the names of their bicycles on the front of their shirts, as usual, but with a big "P" on their back. One of the amateurs also carried the letter on his back.

Kramer finished second in his heat in the one-third mile handicap, but was lost in the final, Bardgett (30 yards) winning by half a wheel in a rare dust up, the other placed men being blanketed. In the ten-mile championship the champion was beaten out by inches by Iver Lawson in a vicious sprint. McFarland led to the head of the stretch, and then eased up, Lawson drawing a lead and forcing the sprint. Kramer came with a wet sail, and in another fifty yards must have won. Schreiber made a brave bid on the last lap, but could not hold the pace. Lap and intermediate mile prizes failed to quicken the pace or to enliven the race materially. Time, 23:26 2-5.

The five-mile motor bicycle race made the crowd sit up with real interest, and was really the event of the day. Three Orientals and an Indian started, but the rider of the latter appeared afraid to cut loose. The other three, however, made a ding dong race of it. Each in turn appeared a sure winner, only to lost the lead, until on the last lap James R. Ready turned on extra juice, and, coming with a great burst, closed a gap of fifty yards and won by five lengths, in 7:55 1-5. Lake, the third man, rode a pace-making machine minus pedals and with exaggerated handlebars. Later Ralph De

Palma, on the Indian, rode an exhibition two miles in 2:50 7-5.

The summary follows:

One-third mile novice—Won by H. B. Lake, Brooklyn; W. Charlton, New York City, second; A. Schwartz, Brooklyn, third. Time, 0:42 2-5.

One-third mile—Won by Walter Bardgett, Buffalo (30 yards); Floyd Krebs, Newark (2 yards), second; F. A. McFarland, San Jose, Cal. (15 yards), third; L. R. Lake, Brooklyn (45 yards), fourth. Time, 0:37 2-5.

Five-mile motor bicycle (amateur)—Won by J. R. Ready, Brooklyn; S. D. Goodwin, New York City, second; H. B. Lake, Brooklyn, third. Time, 7:55 1-5.

One-mile handicap (amateur)—Won by W. R. Lee, New York City (120 yards); John Hartegan, M. C. C. (100 yards), second; Edward Bailey, I. W. (60 yards), third; O. Dorian, Manhattan Beach (60 yards), fourth. Time, 2:00 3-5.

Ten-mile National Cycle Association cir-



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

cut championship—Won by Iver Lawson, Salt Lake City; Frank Kramer, East Orange, N. J., second; John Bedell, Lynbrook, Long Island, third; Walter Bardgett, Buffalo, N. Y., fourth. Time, 23:26 2-5.

Two-mile motorcycle exhibition by Ralph De Palma. Time, 2:50 1-5.

Five-mile amateur—Won by Oscar Goerke, M. A. C.; John Hartegan, M. C. C., second; Robert Acker, N. A. C., third; "Joe" Fogler, N. A. C., fourth. Time, 11:52.

Moran Thrown in Race With Walthour.

With James F. Moran as his competitor, Bobby Walthour was easily the victor in a twenty-mile motor-paced race at the Revere Beach track, Revere, Mass., last Tuesday night. Moran's motor went wrong in the tenth mile and he was obliged to change to his spare motor.

After a few more laps Moran was thrown to the track by a loose tire, which made it necessary for him to get another bicycle. The remaining part of the race was a procession. Walthour won in 28:17.

FENN STARS AT BELLEVILLE

Beats Kramer and Lawson From Scratch in Presence of Biggest Crowd of Season.

W. S. Fenn, of Waterbury, Conn., was one of the heroes of the day at the Hillside Track, Belleville, N. J., last Sunday, outriding Champion Frank Kramer, Iver Lawson and a field of the speediest professionals in the five-mile handicap bicycle race. Six inches of space at the finish gave him the race over Lawson. The Salt Lake City rider was pocketed when Fenn jumped his field, and he did not get clear until well into the home stretch, where he came with a burst of speed that would probably have given him the race had there been a little more distance to go.

Lawson was fully appreciated by the big crowd present, the largest of the season, and his victory in an earlier event was not more warmly applauded than was his vain dash for victory in the event just described. In the two-thirds of a mile race for professionals, non-winners, he beat MacFarland and Bardgett, leading MacFarland by almost two lengths. Kramer and Fenn were ineligible for this event.

Charles Schlee was the freshest one in the ten-mile amateur handicap, and won from Quille of Bayonne by two open lengths in very good time for the dirt track. Joe Fogler of Brooklyn beat out Billington in the final of the one-third mile junior championship by less than half a wheel.

The summaries:

One-third mile (novice)—Won by Geo. Parsons, Newark; Joseph Whiting, Newark, second; G. Corinne, Paterson, third. Time, 0:45 2-5.

One-third mile open (amateur)—Won by Joseph Fogler, Brooklyn; Teddy Billington, Vailsburg, second; Oscar Goerke, New York City, third; George Glasson, Newark, fourth. Time, 0:43 4-5.

Ten-mile handicap (amateur)—Won by Charles Schlee, Newark (160 yards); D. J. Quille, Bayonne (160 yards), second; Elias Sindle, Dundee Lake (160 yards), third; Joe Fogler, Brooklyn (160 yards), fourth. Time, 24:55 3-5.

Two-thirds mile "non-winners" (professional)—Won by Iver Lawson, Salt Lake City; F. A. MacFarland, San Jose, Cal., second; Walter Bardgett, Buffalo, third; E. F. P. Root, Boston, fourth. Time, 1:32.

Five-mile handicap (professional)—Won by W. S. Fenn, Waterbury, Conn. (scratch); Iver Lawson, Salt Lake City (scratch), second; Frank L. Kramer, East Orange (scratch), third; E. F. Root, Boston (50 yards), fourth. Time, 11:46 1-5.

One-mile buckboard automobile race—Won by Burt Nelson, Newark; R. Decker, Newark, second. Time, 2:23.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

Good vs. Best

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There are "good" Bicycles.

There are "good" Tube Works.

There are "good" Sheet Steel Mills.

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A "good" bicycle is easy to make from "good" material.

We were not content to make a "good" bicycle.

We wanted to make the "best."

So, we passed up the "good" material and acquired factories in which to produce the "best" material.

Then, we put this "best" material into these bicycles.

RAMBLER

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MONARCH

And everyone pronounced them the "best" bicycles.

The "best" dealers sell the "best" bicycles.

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AMERICAN CYCLE MFG. CO.

Western Sales Department

CHICAGO

CHAMPION RETURNS TO FORM

Beats Walthour in Brilliant Race at Revere—Big Fields of Amateurs.

Albert Champion returned to the ranks of pace followers at the Revere Beach track, Revere, Mass., last Saturday night, and defeated Bobby Walthour in a twenty-mile motor-paced match race, which he won brilliantly in spite of some setbacks. He was paced by Saunders. Walthour was apparently not in his best condition.

Champion started from the tape, and Walthour, with Hunter up, went from the backstretch. When the men were given the word Champion had a quarter of a lap advantage and was going fast. Walthour found himself in a short time and the race was a fine one until Champion's motor refused to work in the third mile and he had to travel unpaced until his second machine came to the rescue in the fourth mile.

It was now a hot chase, for Walthour was riding with great speed, but in the sixth mile Champion had regained three-quarters of a lap. In the seventh he regained a full lap. The most interesting phase of the race was presented when Champion closed up with Walthour in the second lap of the ninth mile, and the two went several miles side by side. At the three-quarter mile Walthour betrayed signs of weakening and failed to keep close to his pace. Before he pulled himself together again Champion regained all his lost distance and ran away from him with a gain of about one lap in each mile. At the finish Champion had a lead of eleven laps. His time for the twenty miles was 28 minutes 43 1-5 seconds.

E. L. Collins won a mile handicap for amateurs, the race including four trial heats and the final. A field of more than forty riders started in the ten-mile open, which was won by Matt Downey. The summaries: Mile handicap (amateur)—Won by E. L. Collins (90 yards); G. C. Boyce (145 yards), second; L. A. Stoughton (15 yards), third. Time, 1:59 1-5.

Ten-mile open—Won by Matt Downey; C. L. Hollister, second; E. L. Collins, third; L. A. Stoughton, fourth. Time, 23:53 1-5.

Twenty-mile motor-paced match race—Won by Albert Champion from Bobby Walthour. Time, 28:43 1-5.

Poor Race Winds up Worcester.

Lack of popular appreciation has caused the Coliseum track at Worcester, Mass., to close. President P. Hurley states that the attendance at the meets has not been sufficient to pay the expenses of the riders since the season opened. There were less than four hundred people present on Thursday night, July 23, to witness a fifteen-mile motor-paced race between Harry Caldwell and Gus Lawson. The race was scheduled to be ridden in five-mile heats.

As to the race itself, it was a mixed affair because of the pranks of the motors. In the

first heat Lawson's motor went wrong on the second lap of the fifth mile, and he had to quit when Caldwell was leading him by one hundred yards. Caldwell finished the five miles in 6 minutes 45 2-5 seconds, which is a new mark for the distance on the Worcester track.

Both motors went wrong in the second heat, and could not be made to work. Caldwell and Lawson therefore rode a two-mile pursuit race, the former winning on the fourth lap of the second mile in 4:42 2-5.

Leander Lowers the Mile Mark.

A new world's record for the mile was made by George Leander on the Charles River Park track, Boston, last Saturday afternoon. He rode the distance in one minute and nine seconds, thus clipping the fraction from the mark set by Joe Nelson a few weeks ago. Nelson's time was 1 minute 9 4-5 seconds.

The occasion was the several times postponed benefit for Frank Gately, the veteran pacemaker, who is confined to his home in Roxbury by illness which may prevent his ever appearing upon the track again.

Another bit of record making was that of little Sammy Sulkins, who placed the amateur mile mark at 1 minute 13 seconds, or 13 4-5 seconds lower than the record created a year ago by Walter Smith of New York. Later in the afternoon Sulkins and M. J. Gillis started in a two-mile motor-paced race, but Gillis lost his pace and withdrew at the mile mark. Sulkins finished the two miles in 2 minutes 54 1-5 seconds.

Nat Butler made an attempt to reduce the Leander mile mark, but he did no better than 1 minute 12 seconds, while Bennie Munroe, in an effort to reduce the five-mile record of 5 minutes 54 3-5 seconds, could get no better than 6 minutes 16 1-5 seconds.

There were thirteen starters in a ten-mile open race for amateurs, but only four endured to the end. Beyerman ran away from the field at the start and won handily, with Achorn second, Hollister third and Mellish fourth.

Amateurs Only at This Fleet.

Popular expectation marked "Teddy" Billington as the winner of the open events on the card for the ninth annual race meet of the Hackensack Wheelmen, held at Hackensack, N. J., last Saturday afternoon. He was injured in the first contest and quit riding. The summaries follow:

One-half mile (open)—J. Zanes, Newark, first; Henry H. Chappy, Little Falls, second, and James A. Scott, Jersey City, third. Time, 1:06.

One-mile (handicap)—Elias Sindle, Dundee Lake, first; J. B. Ryall, Rutherford, second, and George Glasson, Newark, third. Time, 2:11 4-5.

Bergen County championship, ten-mile handicap, for the Ramsey Trophy—Won by Elias Sindle (scratch); J. B. Ryall, Rutherford (250 yards), second, and T. T. Brown, Englewood (300 yards), third. Time, 26:12 1/4.

JARS McCONNELL'S NERVES

Does Music, Cheering and Pistol at Belleville so he Wants Racing Stopped.

In a desultory sort of way the fight against Sunday racing at the Hillside dirt track, Belleville, N. J., is still being kept up. Since the Belleville Township Committee refused to act, saying that it had not power to put a stop to the sport, the Civic Association has been meditating a move, and it is understood that it is now prepared to unmask its batteries.

Papers in a suit in chancery to enjoin the proprietors of the Hillside bicycle track, in Belleville, from holding races on Sundays are being prepared, and service, it is expected, will shortly be made requiring that cause be shown why a permanent injunction shall not be issued.

The contemplated suit will be brought in the name of Guy McConnell, who owns a piece of property on which he resides, on Washington avenue, about one hundred yards south of the track. In his complaint he will allege that the noise of the cheering crowds while races are being conducted, the cries of peanut and chewing gum vendors, the blare of the brass band and the crack of the starting pistol disturb, annoy and vex him and his family, to the detriment of their peace of mind and comfortable enjoyment of their home. He will further allege that the track is a public nuisance and menace to health.

While his legal advisers will not admit it, there is a well founded suspicion that Mr. McConnell is bringing the suit at the instance of the Belleville Civic Association, which has tried to stop Sunday bicycle racing ever since it started, four weeks ago. It is said that the suit is brought in the name of an adjoining property owner, and on the score of a nuisance rather than under the crimes and immorality act, as the promoters of racing might be willing to pay any fines imposed in a criminal suit rather than discontinue their profitable enterprise, and in addition, as the grand jury is not now in session, the season would be over before an indictment could be found at the next term.

Stinson Knocked Senseless Again.

Harry Caldwell and Will Stinson started in a ten-mile motor-paced race at Hartford on Friday evening, July 24, but the contest ended in the last part of the third mile through an accident to Stinson, who was slightly in the lead. The tire came off his front wheel and he was thrown on the bank, striking upon his head. When aid reached him he was unconscious. There was a bad cut on the chin and one under the eye. He also suffered a slight concussion.

Upon returning to consciousness Stinson refused to go to the hospital, but went to his hotel as soon as his wounds were stitched.

NAT BUTLER'S RENEWED LIFE

Gives Walthour a Warm Argument in a Fast Race at Manchester.

The closest race of the season at Jack Prince's Coliseum, near Manchester, N. H., on Monday night resulted in a victory for Bobby Walthour over Nat Butler.

About two thousand spectators were present, and although the night was very chilly, they warmed up with enthusiasm. After a somewhat slow one-mile amateur handicap, won by Napoleon Morin, the pacing motors were brought out for a warming up, and the "White Ghost," Walthour's pace-making machine, began the excitement by throwing Schultz, its rider. It required fifteen minutes to get it into tractable shape. After the start Walthour gained a bit in the first mile. In the second Butler regained some of his lost distance, and then Walthour started in to catch and pass the Boston boy. The miles were hot ones, and in the fourth it looked as if Walthour was going to pass, but Butler by a fine burst of speed pulled away and nearly regained his half lap. Just at the end of the fifth mile, however, he was seen to wobble, and, losing his pace, he made for the floor and changed wheels. Meanwhile Walthour had passed him four times.

When Butler got going again Walthour was close upon him and tried to pass him again. The racers were bunched for three laps, and then Butler began to make up slowly his lost distance. He hung upon Walthour closely, Will Saunders, his pacemaker, watching for an opportunity to pass. When he finally tried it Schultz forced him far up to the outer edge of the course, and when the bunch came down to the stretch he had succeeded in pulling Walthour out of danger.

Then during the ninth, tenth, eleventh and twelfth miles the race swung to and fro between the men, but with Walthour slowly gaining. Then the Southern boy seemed to waver a bit, he didn't hug his pace quite as closely as he had done up to this time, and Butler again tried to overhaul him. In this he failed, and in the next mile the tables were turned and Walthour was doing the pushing. His motor didn't work in first rate style during the twelfth and thirteenth miles, and at one time it looked as if he were going to lose his pace entirely. This was when Butler made his last rally, but when Walthour got straightened out Butler was all in and could do no better than keep away from his antagonist during the last mile. In that last mile Walthour tried to go by Butler again, but Saunders pulled his man along so that when the two shots announced the finish he was a couple of lengths ahead. Summary:

Fifteen miles, motor paced—Won by Bobby Walthour, beating Nat Butler. Time, 1:40 3-5. Time by miles, 1:15, 2:30 2-5,

3:45 2-5, 5:01 1-5, 6:19 3-5, 7:41 1-5, 8:58 1-5, 10:15 4-5, 11:36 3-5, 12:55 3-5, 14:15 4-5, 15:37 2-5, 16:58 2-5, 18:20 4-5, 19:40 3-5.

Walthour Defeats Leander.

There were three starters but only two in the race at Charles River Park, Boston, on Friday evening, July 24. Bobby Walthour, George Leander and Basil De Guichard were the entrants in a fifteen-mile motor paced event. The start was a standing one, with Leander getting the advantage of it and making half a lap to the good before Walthour got fully in motion. De Guichard was not a factor in the contest even at the beginning. After the first mile he had no pace, and after riding a few miles he withdrew.

But it was hot between the other two, Walthour gaining steadily on the Chicago boy until he was but thirty yards behind him at the beginning of the fifteenth mile. Then Walthour began a wonderful sprint, to which Leander responded until he lost his place in the last of the third lap, when the Atlanta boy went to the front, winning in 18:11. The time for five miles was 6:30 3-5; ten miles, 12:20 1-5.

Two other races were run during the evening. The summaries:

Fifteen-mile, motor paced—Won by Bobby Walthour; George Leander, second. Time, 18:11.

Ten-mile open—Won by C. L. Kimball. Time, 24:08.

Three-mile, motor paced—Won by J. Hunter, who defeated Schultz. Time, 3:17 1-5.

Nelson Falls and Lawson Wins.

A three-cornered motor-paced race of twenty miles was the feature on the card at the Colosseum in Providence, R. I., Wednesday night, George Leander, Joe Nelson and Gus Lawson being the contestants. In the sprint to catch pace from a standing start Nelson's motor, Schlotz up, rubbed tires with Turville's machine, and Schlotz and Nelson went down in a heap. Neither was seriously hurt, but the motor was put out of business and Nelson withdrew from the race. Jed Newkirk hobbled out on crutches and piloted Lawson to victory, after Leander had led for eight miles. Lawson made the distance in 27:59 1-5, leading Leander by $3\frac{3}{4}$ laps at the finish.

The ten-mile open race also was marked by an accident. There were eighteen starters, and in the eighth mile Partridge of Medfield, Mass., and Butterworth of Providence had a bad spill. Partridge having to go to the hospital, where it was found he had sustained concussion of the brain, Hurley won this race by a splendid burst of speed at the finish.

A one-mile handicap was won by F. Keighly of Providence from 150 yards.

An attachment for fitting to an ordinary motorcycle and converting the same into a tandem has been brought out by a Birmingham, Eng., firm. The whole attachment, with saddle, weighs about seven pounds, and consists of a pair of strong forks and crowns, with a seat pillar and saddle.

ONLY FOURTEEN FINISHED

Wholesale Weeding out in Rahway Race—New Yorkers Win First and Time Prizes.

Of sixty-three entries for the annual twenty-five mile Rahway-Elizabeth road race last Saturday, thirty-two started. Owing to the bad condition of the roads there was no especial exhibition of speed. William Stemont, of the Brevoort Wheelmen, New York, was the winner, with 1:30 start, and covering the distance in 1 hour 15 minutes 52 seconds, elapsed time, or 1 hour 14 minutes 22 seconds, corrected time. Only thirteen others finished, the second man to cross the line being Osoff Nelson, of Jersey City. Nelson is a Swede, fifty years old. Albert Bowers, of Rahway, was the third man.

The course was laid out from George J. Clark's roadhouse, on the Rahway course, near Linden, south toward Rahway for about three-quarters of a mile, and north to the Elizabeth city line, one and three-quarters miles away, making a lap of two and one-half miles. Ten laps were required, therefore, to complete the twenty-five miles.

Although the race was called at 3 o'clock, the first bunch did not get away until 4:37, and there was considerable delay in starting the rest of the men, this being caused by the number of wagons which blocked the route. It was 4:40 before the scratch men were off, losing one minute on their handicap of seven minutes. All who finished were in by 5:51, making the total elapsed time 1 hour 15 minutes 56 seconds.

The winners of the time prizes were: First, Edward Forrest, of Brooklyn, Kings County Wheelmen. The prize was a Yale racer. Time, 1 hour 11 minutes 59 seconds. The second was J. Harry Bennet, of Brooklyn, K. C. W., $3\frac{1}{2}$ minute handicap; prize, Yale racer; time, 1 hour 11 minutes 59 seconds. The third man was H. S. Lind, Brooklyn, K. C. W., scratch; time, 1 hour 11 minutes 59 2-5 seconds. The following were the position men: First, William Stemont, New York, prize, Tribune racer; second, O. Nelson, Jersey City, prize, Queen City racer; third, Albert Bowers, Rahway; fourth, A. Dufrane, Elizabeth; fifth, A. Kugler, Newark.

The majority of the men who started were from Newark, the others being from New York and Brooklyn. Stemont, who won the race, is twenty-six years old, and has ridden in a lot of amateur races.

The success of the race was due, as usual, to the enterprise of the promoter, James McCollum, the veteran bicycle dealer of Rahway, who is one of the few who appreciates that dealers should contribute something to the interest and enthusiasm of cycling.

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Kickbush's Long Tour.

W. J. Kickbush, a Waukegan, Ill., wheelman, recently completed a tour of nearly one thousand miles, and reports having had a royal good time. He rode from Waukegan to Jamestown, N. Y., where he has friends.

Kickbush left Chicago on July 7, and rode to Tolleston, Ind., where he stayed the first night. He thereafter stopped wherever night overtook him, and also made long enough stays in the larger places to look them over. He spent a night and half a day each in Toledo, Sandusky and Cleveland, and made quite a stay in Erie, Penn. It was a very pleasant trip, on the whole, with few exciting incidents and few accidents, including breaking his chain twice and knocking out some spokes.

At one point he was attacked by a tramp, but Kickbush pulled a revolver on him and scared him off. Some dogs also attacked him at another point, but he got free from them without injury. There were some bad roads in Indiana, but most of them were macadamized or very good.

Civil War Veteran's Journey.

Just to see if he were equal to the task Jeremiah Sullivan, a retired business man of Chicago, aged sixty-five years, rode on a bicycle from his home to Batavia, N. Y., a distance of 700 miles, in seven riding days. His destination was Syracuse, where he arrived last Monday, having abandoned the bicycle riding at Batavia because of rain.

Mr. Sullivan made stops in Cleveland, Ohio, and Indianapolis, Ind. His longest day's ride was on Saturday last, from a point in Western Pennsylvania to Buffalo, a distance of 115 miles. His bicycle ride was incidental to a visit which he desired to pay to a relative in Syracuse, with whom he remained a few days. He returned to Chicago by train. The old gentleman is a veteran of the Civil War.

Lightning Strikes a Cycle Cop.

During the terrific storm of Thursday evening Nichols Clemson, a bicycle policeman in Jersey City, was riding along the Hudson Boulevard when his bicycle was struck by lightning. He was thrown over the handlebars, falling face downward. Except for some scratches on hands and face he was uninjured.

The bicycle was rendered useless by the effects of the lightning. It was twisted entirely out of shape, and Clemson had to procure another one upon which to continue his tour of duty.

"A glorious ten cents' worth" is the language used by one reader to describe the July number of the Motorcycle Magazine. The second instalment of Wyman's story of his trip across the continent, covering the ride across the Great Desert to the Rocky Mountains, is of absorbing interest, as are the "Impressions of the Endurance Run," "Maimed Men Who Are Experts," "The Experiences of a Veteran" and "A Professional Man's Testimony" are among the other good things that make up the "glorious ten cents' worth."

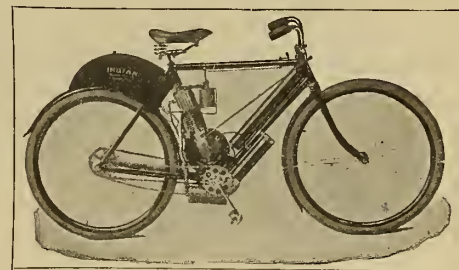
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How His Hands Were Hurt.

An unpleasant as well as an unusual experience was that of a contestant in the motorcycle section of the Paris-Madrid race. A friend who was chatting with him noticed several bad cuts on the backs of his hands. Inquiring the cause of these, he was informed that the cuts were inflicted by stones, thrown by the wheels of the racing cars as they overtook and passed the motorcyclist. To save his goggles the man put his hand in front of his face whenever a big car passed him, with the result that his hands got quite severely damaged.

To Avoid Walking Home.

Water filled tires, rope substitutes for tires and many similar expedients have been resorted to by wheelmen from time to time, with more or less success. A short time ago a Worcester (Mass.) rider fell back on sand as a makeshift in place of air, and, outside of the deadness and excessive vibration of the resulting combination, he had no complaint to make. He covered nearly fifty miles in this fashion, but confessed that it was pretty hard work.

Walthour Quits Providence.

Bobby Walthour's connection with the Providence (R. I.) Coliseum ended last Saturday. He had some time previously placed his resignation in the hands of his manager, Colonel F. R. Wendelschaeffer. The reason given for his resignation is a feeling that he has not been properly supplied with pacing machines. It is said that he will be his own manager hereafter.

Two Ways of Calculating Gears.

In former days every rider knew what his gear was, and could calculate that of any machine that came under his notice. Now you ask a cyclist to make the calculation, and the chances are just about even that he will stare at you blankly, and finally confess that you have the best of him.

There were two ways of determining the gear. First, the quick, easy way, handy but only approximately correct, viz., to start with a well known gear, say, 18 and 8, equals 63, and then for every additional tooth in the front sprocket add 3 1-3 inches. This could be calculated mentally, but the addition not being exact there was always a slight error. However, that was the way it was usually done, for all riders were familiar with the usual combinations, and very often they could tell offhand what a particular gear was.

The second way was the well known formula—multiply the diameter of the rear wheel by the number of teeth in the front sprocket wheel and divide the product by the number of teeth in the rear sprocket. The quotient was, of course, the exact gear. Thus, if the sprockets were 20x8 and the rear wheel 28 inches, it worked out this way: 28 multiplied by 20 equals 560, divided by 8, equals 70. The only objection to this method was that it necessitated—for ordinary men at least—a pencil and paper calculation. But it had the merit of being exact and beyond dispute.

Time for Fruit Diets.

Most people, cyclists not excepted, are too largely the slaves of custom in their habits of eating. There is not enough adaptation of diet among them to the changes of temperature and the variations of the season, says a physician.

This is the special month of the year in which the temperature attains a permanent increase of heat, and in which a rapid interchange of the fluids of the blood takes place owing to increased perspiration. At the same time nature provides a fitting change of food by supplying a profusion of juicy salads and vegetables and the luscious first fruits of the orchard.

It is at this season of the year that the rheumatic and gouty and scorbutic tendencies engendered by heavy winter dietary can be best thrown off by giving up flesh food entirely and by adopting a fruitarian dietary with additions of milk and eggs. The result in many cases is marvellous, and a new lightness and joy in life replace the megrims and weariness that so often follow the continuance of winter foods into the spring and summer.

Tourist Baldwin Returns to Muncie.

James L. Baldwin, a young artist and student of Muncie, Ind., returned home on July 14 after a bicycle tour of several months in Europe. He was engaged in a study of sociological conditions and found his method of travel very useful. Mr. Baldwin will resume his travels abroad when his health will permit.

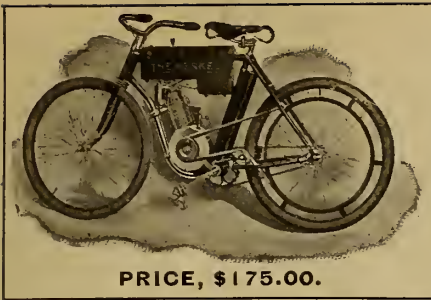
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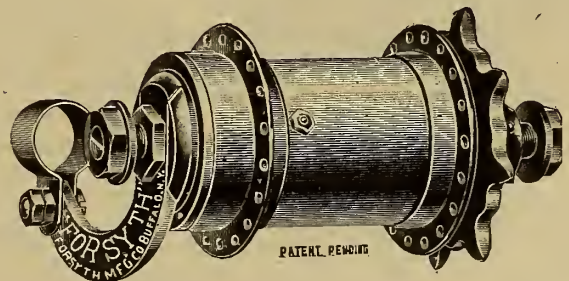
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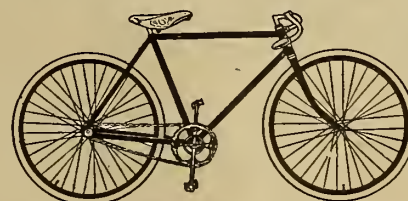
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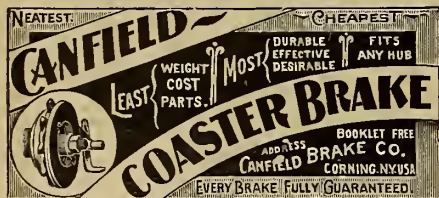
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GUARANTEED TIRES**

give the best satisfaction and afford you a nice
profit. Write us for prices.

The SIDNEY B. ROBY CO., Rochester, N. Y.,
Jobbers of Cycle Supplies.

Truing a Buckled Wheel.

In truing a wheel that has buckled or has some loose spokes a few fundamental rules are to be observed. In the first instance, place the machine so that the wheel to be trued can be revolved; then spin it and hold a piece of chalk near the rim, steadying the hand on the fork or frame. Each side of the rim should be subjected to this treatment. The chalk will mark the parts which project out of their proper line. If, however, the wheel is so very much out of true that it touches the fork and will not spin, the chalking may be dispensed with until later on.

The first thing to do is to true the wheel sideways. To do this slacken the spokes from the projecting side to the flange of the hub on the same side, loosening the spokes at the middle most, and the others less and less to the end of the bend. After this has been done tighten the spokes running to the other flange to a like extent—that is, those in the middle of the bend most, and the others less in proportion.

When the wheel has been trued up sideways by repeated chalking and screwing it should be spun again, and the chalk held against the top, so as to mark any protuberances on the periphery. These should be smoothed out in a similar way to the side bends—that is, the spokes in the middle of the bends must be tightened most and those furthest away least, no regard being paid in this case as to which side the spokes run. Hollows in the periphery may be detected by holding the chalk under the rim as near the spoke heads as possible while the wheel is being revolved. They may be let out by reversing the directions given for truing in the protuberances. When the wheel is true all the spokes should be at equal tension, but if the truing is being necessitated by an accident the chances are the tensions will vary considerably.

Qiline Lubricates,
Polishes, Cleans,
Prevents Rust.

For Bicycles, Typewriters, Sewing Machines, Guns, Furniture
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With millions in daily use, it has stood the test for
more than five years, and is adaptable to ball bearings of
any kind.

If you are users of ball bearings we would be pleased to hear
from you and mail you our catalog with the latest information
which we know would be profitable and interesting to you.

THE STAR BALL RETAINER CO., Lancaster, Pa., U. S. A.

The Week's Patents.

733,990. Cycle Mower. George D. Mun-
sing, New York, N. Y. Filed July 11, 1902.
Serial No. 115,122. (No model.)

Claim.—A cycle mower having a reciprocating cutter bar, a seat and pedals for an operator, and a driving crank shaft actuated by the pedals, a rear axle with the wheels attached thereto, a frame carrying the parts and having boxes forming a support for such rear axle with hangers projected downward rigidly from such axle support, a pivot shaft journaled in the hangers, a horizontal arm hinged to oscillate about the axis of the pivot shaft, a cutter shaft journaled in said horizontal arm, the cutter carriage pivoted upon the forward end of the horizontal arm, and gearing connecting the pivot shaft respectively with the cutter shaft and with the driving crank shaft, substantially as herein set forth.

734,008. Bicycle Gearing. Charles S. Thompson, Elizabeth, N. J. Filed July 15, 1902. Serial No. 115,631. (No model.)

Claim.—In bicycle gearing, the combination with three members, one of said members constituting a portion of a wheel to be driven, and the others driving members, of gearing connecting two of said members together to rotate at different relative speeds, clutch mechanism for connecting said members together in different speed relation, a power transmitting member having a limited rotative movement with respect to one of said driving members, but operatively engaging same at the limit of such movement, and a clutch controller rigidly connected to said power transmitting member.

734,108. Plug for Pneumatic Tires. Charles O. Tingley, Rahway, N. J. Filed April 29, 1903. Serial No. 154,761. (No model.)

Claim.—A plug having a shank, swelled head and thin extension, all formed integral with an abrupt thinning in the form of a contraction or undercut condition at the junction of the latter parts, all substantially as herein specified.

734,109. Monocycle. Henry Tolcher, Banff, Alberta, Canada. Filed Sept. 20, 1901. Serial No. 75,859. (No model.)

Claim.—The combination with a wheel, and means for propelling same, of an equilibrant comprising a swinging seat supporting frame having a quadrantal gear integral therewith; a handle frame having a curved toothed track integral therewith and intermeshing with said quadrantal gear whereby said seat can be oscillated to different angular positions relatively to the surface being traversed.

734,283. Motor Vehicle. Daniel M. Pfautz, Germantown, Pa. Filed Jan. 2, 1903. Serial No. 137,401. (No model.)

Claim.—In a motor vehicle, in combination with two bicycle frames, two vertical uprights secured to each frame respectively adjacent to each wheel, a flooring supported by said vertical uprights and crossbraces connecting the steering heads of the respective frames, a motor supported upon the flooring adjacent to the rear or driving wheels of the frames, two sprockets supported respectively by the frames, a shaft connecting said sprockets and supported below the flooring and intermediate gearing connecting the motor with said sprocket shaft.

734,434. Pneumatic Tire. William F. Schacht, Goshen, Ind. Filed May 25, 1903. Serial No. 158,737. (No model.)

Claim.—A pneumatic tire, composed of an impervious hard previously vulcanized rubber band or strip located in the tread portion of the tire, a rubber sheet around the

strip, layers of fabric, and an inner and an outer layer of rubber, all vulcanized together to unite the parts intimately, substantially as described.

734,491. Railway Velocipede. Frank Brady, Denver, Col. Filed Feb. 1, 1902. Serial No. 92,168. (No model.)

Claim.—In a railway velocipede, the combination with a suitable frame, track wheels, a pedal crank shaft, and means for transmitting motion from said shaft to one of the wheels of the machine, of a hand lever fulcrumed on the frame, a pitman connected at one extremity with one arm of the hand lever and detachably connected with one of the pedal cranks, a foot rest mounted on the frame and projecting into the plane of the pitman, whereby when the pitman is detached from the pedal crank, it may be connected with the foot rest, thus locking the hand lever against movement, substantially as described.

"A. B. C. of Electricity."

"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

"The Motor: What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

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MODEL.

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OF BICYCLE CONSTRUCTION AND THE MOST

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We make oilers for almost the entire trade. The quality of our oilers is unequalled.

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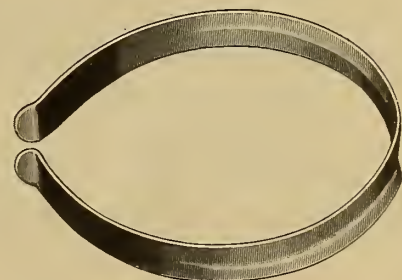
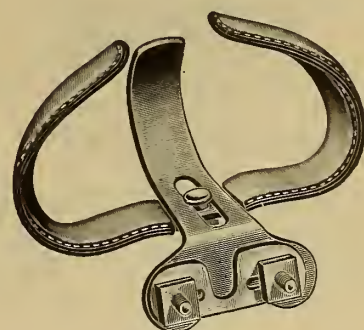
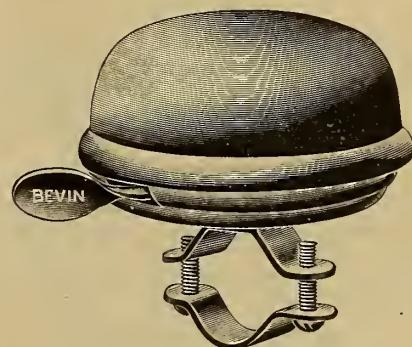
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scription for . . . 154 NASSAU STREET, NEW YORK to interest you.

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STOPS LARGE PUNCTURES.

This is the only fluid that can be legally used in pneumatic
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If You are Interested in Automobiles,

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Will Interest You.

It's readable,
and you can understand what you read.

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If you ride or sell,
or intend to ride or sell
motor bicycles

"Motocycles and How to Manage
Them"

is the very book you need.

Every page teaches a lesson. Every illustration
"speaks a piece."

And there are 126 pages and 41 pictures, too

Price, \$1.00.

The Goodman Co., 124 Tribune Bldg., New York.



Through Train and Car Service in
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| | "Chicago" Special Via Lake Shore. | "North Shore" Special Via Mich. Cen. |
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| Lv. Boston | 10.45 A.M. | 2.00 P.M. |
| Due Albany | 4.10 P.M. | 7.35 " |
| " Syracuse | 7.55 " | 11.25 " |
| " Rochester | 9.45 " | 1.15 " |
| " Buffalo | 11.40 " | |
| " Toledo | 5.55 A.M. | 8.25 " |
| " Detroit | | 3.15 P.M. |
| " Chicago | 11.50 " | |

"Chicago Special" has through Buffet Library Smoking Car
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"North Shore Special" has Dining Car to Albany, and from
St. Thomas to Chicago. Both trains run daily and are made
up of the most modern and luxurious vestibuled Sleeping Cars
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Enclosed find \$2.00 for which enter my subscription
to the BICYCLING WORLD for one year, commencing
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IT IS WELL KNOWN BY ALL MANUFACTURERS

that the Shelby Tubing represents the standard for Bicycle construction—the greatest strength with the least weight.

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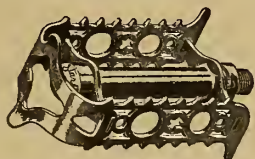
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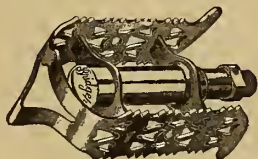
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—1903—

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THE "PIERCE" TEAM.

They Ride the Best!

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Also Makers of

Pierce Motorette and Arrow Motor Car.

THE dealer who does not care to extend his trade by pushing those goods which are well advertised and are known to possess the highest merit, might as well crawl into a hole and hibernate. His more progressive competitor across the way will get the business.

ALL RIDERS KNOW THAT

THE HARTFORD TIRE

is the strongest, lasts the longest, and gives the greatest amount of comfort.

They appreciate their merits.

They lend prestige to any wheel on which they are offered.

They raise the standard of the vehicle in the estimation of the user.

Such tires make satisfied buyers. They know that you have tried to give them the best that is procurable anywhere.

MANUFACTURED BY

THE HARTFORD RUBBER WORKS COMPANY, HARTFORD, CONN.,
U. S. A.

What's the use of arguing the matter?

No one could make you believe that oleomargarine is as good as pure butter.

It may be colored to look like butter. It may be doctored to taste like butter.

It may be sold unscrupulously to take the place of butter.

But it's only an "imitation" of the real article after all, isn't it?

MORGAN & WRIGHT INNER TUBES

For years have been the STANDARD TUBES throughout our land

They have been weighed in the exacting balance of service and not found wanting. Their success is the result of merit, organized effort and concentrated attention. Their quality is appreciated everywhere. . . .

"An Ounce of Merit is worth a Pound of Claims."

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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, August 8, 1903.

No. 19

1904 TIRE GAURANTEE

Jobbers' Association Warranty is Adopted —Firm Stand Against Rim-Cut Tires.

After conference with the tire manufacturers, the National Cycle Trade Association has finally made public the guarantee on tires that will apply during 1904 as approved at the Niagara Falls meeting. It is as follows:

"We agree with the purchaser of each tire bearing our name to make good by repair or replacement, at our option, when delivered to us or to our nearest branch, transportation prepaid, any imperfection or defect in the manufacture of such tire, provided that all such imperfect or defective tires shall be referred to us before any claims for repairs or replacements shall be allowed.

"This guaranty does not include the free repair of punctures or other injuries.

"This guaranty expires December 31, 1904.

"This agreement does not apply to tires into which any so-called anti-leak preparation has been introduced. Such tires are not subject to either replacement or repair by us."

The association is supplying its members with "stickers" bearing this summary of the guarantee, the "stickers" being designed to be pasted on all invoices in which tires are billed:

"No jobber or retailer is required to replace defective tires. Claims must be made to the manufacturer or his nearest branch. Punctured tires will receive no consideration. Transportation must be paid by claimant. No jobber or retailer is permitted to deduct any tire claims from his account."

Dealing with the matter of rim-cut tires, the N. C. T. A. has expressed this official opinion:

"As rim-cut tires are generally conceded to have been injured through misuse or abuse in service, over which the tire manufacturer has no control, such injuries are not, therefore, considered as evidence of defects of any kind in the tire. It is therefore the opinion of the association that all tires cut on rims, from whatever cause, shall not be replaced, unless there is an apparent defect in material or workmanship of the tire aside from this injury."

Continental Completes Organization

Application for the charter of the Continental Rubber Co., Erie, Penn., will be made this week. The company will incorporate, under Pennsylvania laws, with a capital of \$200,000, its organization having been completed by the election of these officers: President and general manager, Theron R. Palmer; vice-president, Alexander Jarecki; secretary, Charles Jarecki; treasurer, Charles S. Coleman.

The company is the same of which Charles F. U. Kelly will be sales manager, and which acquired the former Tribune bicycle factory at Erie. The plant is being entirely equipped with new machinery, and its power increased by the installation of two 250 horsepower boilers and one 250 horsepower engine. It already has one engine of 400 horsepower. The factory has 102,500 square feet of floor space, and in the time of the Tribune bicycle gave employment to seven hundred men.

Burgess Goes to Aurora.

F. A. Burgess, former manager of the Fauber Mfg. Co., has severed connection with that concern, and will henceforth devote himself to the Aurora Automatic Machine Co., of which he has been elected secretary and in which he has long been interested. The position carries with it the active management of the company. Mr. Burgess was in New-York this week for consultation with the Aurora company's Eastern representatives, Brandenburg Bros. & Alliger. While not giving less attention to the well known Thor hubs, it will be his policy to push the Thor coaster brake and Thor motors and motorcycle fittings with more than usual aggressiveness and to turn them out in quantities that will enable deliveries to be guaranteed.

Woodard Comes Downtown.

It will hereafter be possible to get Diamond tires in downtown New York. The New York headquarters of the Diamond Rubber Co. have been transferred to their store at No. 15 Warren street, which hitherto has not carried tires in stock. The uptown depot, at No. 1717 Broadway, where the tires were kept, will be also continued as heretofore. O. J. Woodard, the manager of the latter place, will be, however, stationed at the downtown office.

The price of wood rims has been advanced 5 cents per pair; the increase is general.

RACYCLE'S RICH HAUL

Wins Suits Against 14 German "Pirates" and Gets Damages Covering Four Years.

The Miami Cycle & Mfg. Co. have made a rich "killing" in Germany, and as a result a number of well known German manufacturers are placed in most unpleasant positions. There are fourteen of them, and each must not only pay the Miami people a handsome sum, but must keep on paying it or else discard a conspicuous feature of their bicycles.

The Germans have long been notorious as "patent pirates," and have levied ruthlessly on American ideas, many of their bicycles and accessories being flagrant imitations of American productions. So rarely were they brought to book that little risk was involved. The Racycle crank hanger was one of the features that not unnaturally caught the German fancy and impressed them deeply. Several of the more honorable Teutons admitted the fact, and paid for the privilege of operating under the Racycle's German patent. Fourteen of the others laughed at the warnings that were given, and took chances as they had so often taken them before. But the Miami Co. proved themselves unlike other Americans whose ideas had been filched by promptly instituting suits against the fourteen infringers. Such a long and bitter fight ensued that the number of the German patent, 87,228, has become almost historic. The Americans had such a clear case, however, that the Grand Ducal Provincial Court at Mannheim rendered a sweeping verdict in their favor.

As the infringers are ordered to pay damages covering a term of four years, and as several hundred thousand bicycles embodying the Racycle hanger are said to have been made during the period, that a handsome sum will be turned into the Miami treasury is evident.

The decree of the German Court in the several cases, of which the subjoined is but one, makes not uninteresting reading:

"To the attorneys, Dr. Hachenburg and Dr. Straus.

"Decision.

"In the matter of—
The Miami Cycle & Mfg. Co., Middletown,

CALL IS ISSUED

Motorcyclists to Meet for National Organization Sept. 7—Three Days Program.

Monday, September 7 (Labor Day) has been definitely set as the date of the meeting to bring about the projected national association of motorcyclists. The Alpha Motor Cycle Club has joined with the New York Motor Cycle Club in issuing the call, and the Kings County Wheelmen, whose quarters the Alphas share, have extended the courtesies of their magnificent clubhouse, No. 33 Grant Square, Brooklyn, and it is there that the meeting will be held.

On the Saturday preceding the business meeting arrangements have been practically concluded for a six hours' race on the Manhattan Beach track, in which prizes will be awarded to the leaders at the end of each hour and to the competitor making the fewest stops. At night there will probably be a smoker or roof garden party. On Sunday runs to the more interesting points will be conducted from both the New York and the Alpha headquarters. Early on Monday morning the ten-mile handicap road race will be run in connection with the annual Cycle Path Handicap. In the afternoon there will occur another meet at Manhattan Beach, which will include at one point consumption trial, a team pursuit race and a "skill competition," patterned after the event recently held at the Ostend, Belgium, meet. The riders will be required to dodge dummy figures of men and to steer clear of dummy dogs, chickens, explosive balls, etc.; to ride across a 6-inch plank and perform other stunts requiring skilful handling of the machine.

The call for the meeting for organization should be sufficient to stir the blood of the men whose interest in motorcycles is more than skin deep. It bears the signatures of R. G. Betts, chairman; E. L. Ferguson and F. A. Roy, of the New York Motor Cycle Club, and Charles L. Simms, E. W. Wyatt and D. R. Thompson, of the Alpha Motor Cycle Club, and is as follows:

New York, Aug. 3, 1903.

To All Motorcyclists:

Believing that the time has come when the interests of motorcycling and motorcyclists require and will be served by national organization, the undersigned, speaking for their respective clubs, earnestly urge your attendance at a meeting for the purpose, to be held on Monday, September 7, 10 o'clock a. m., at the Kings County Wheelmen's clubhouse, 33 Grant Square, Brooklyn, N. Y. We have in preparation a programme of sport and entertainment covering that date and the preceding Saturday and Sunday, and hope you will arrange to be with us on those days also.

Apart from the promotion of goodfellowship which comes of our community of interest, there is much work that can be performed by a national organization. The peculiar character of the motor bicycle has left its status open to various definitions, and as a result in many States, notably New York, New Jersey and Massachusetts, the laws ap-

Ohio, U. S. A., plaintiffs, represented by the patent attorneys, C. Fehlert and G. Loubier, in Berlin, Dorotheenstrasse 32, representatives before the Court; attorneys, Dr. Hachenburg and Dr. Strauss, in Mannheim, against

The Sturm Fahrradwerke vorm R. Meisezahl A. T., Mannheim, Fabrikstrasse 46a, defendants, representative before the Court; Attorney König, in Mannheim, for infringement of Letters Patent, the IVth Court for Civil Law Cases of the Grand Ducal Provincial Court has decided on the results of the oral hearing of October 28, 1902, attended by the Director of the Grand Ducal Provincial Court Wengler, the Chancellor of the Grand Ducal Provincial Court, Dr. von Dusch, and the Grand Ducal District Judge von Dusch:

1. It is found that defendants are to recompense plaintiffs for damages sustained since August 1, 1899, and damages they may still sustain by the infringing of their German patent 87,228.

2. The costs of this suit are to be borne by the defendants.

"According to Justice.

"Facts of the Case.

"Plaintiffs are the undisputed owners of the German patent 87,228, pertaining to crank hangers for cycles. (See the official copy of the patent among the files A. S. 13.) Asserting that defendants have infringed this patent in the manufacture of cycles, plaintiffs—who have filed a price list bearing date of January 1, 1901, and being issued by defendants—have requested that the decision read as follows, and that said decision may be provisionally enforced on a deposit of security:

"1. Defendants are to admit that the crank manufactured by them and shown on Page 9 of the price list of 1901 comes within the scope of plaintiffs' patent, 87,228.

"2. Defendants are to be forbidden to manufacture, offer for sale or use crank hangers for cycles in which the bearings for the pedal crank shafts at one or both sides are placed within cavities of the pedal crank hubs, and the box extends into said cavities for the purpose of bringing the pedal cranks as close to each other as possible, while the crank bearings are as far apart as possible. If defendants continue to manufacture, offer for sale, or use such crank hangers, they are to pay to the government 200 marks for each case.

"3. Defendants have to pay the costs of the suit."

Death of Original Motorcycle Dealer.

Henry Allmen, of the firm of Henry Allmen & Co., died of consumption at his home in this city on July 26. Although he had little more than attained his majority, Allman was almost without question the first man in this country to devote himself exclusively to the retail sale of motor bicycles. He had been handling Mitchells in this city for more than two years.

He was a founder of the New York Motor Cycle Club, which placed a wreath on his bier.

The Retail Record.

Manchester, Mass.—Perkins & Corliss; new store.

Newport News, Va.—Ben. I. Johnson; fire; loss, \$1,000.

Joplin, Mo.—H. C. Grieg; sold out to the "Fix-It" concern.

Waltham, Mass.—George S. Hudson; sold out to W. L. McDonald.

West Warren, Mass.—N. A. Ricard; removed from North street to Main street.

plying to big motor cars are brought to bear on motorcycles with oppressive force. It is damnable, in a republican country in which all men are supposed to be free and equal, that among other things, one class of citizens should be singled out for special taxation—should be required to pay for the use of the public roads and to carry a brand or tag attesting such discrimination. It is damnable that this class of citizens cannot freely pass from one State into another without fear of arrest because of such laws. To combat such measures, to insist that the highways are free to all alike, and that the right to use them is irrevocable, is one of the objects to be served by organization. It is an object that should appeal to every motorcyclist with red blood in his veins. We hope you are one of them.

If not the control of motorcycle racing, then representation in its control and classification and insistence that "freak" or impractical machines of abnormal power shall not be used or be recognized as standards of motorcycle speed are ends to be served.

The selection and designation of a chain of repair and supply stations, where intelligent and reasonable service may be obtained, the obtaining of more favorable railway and steamboat charges, the promotion of meets, tours and other events designed to advance the interests of motorcycling and to share in the furtherance of the good roads movement are among the purposes in view.

Organizations that might have defended or otherwise aided our interests have shown no disposition to do so. We must, therefore, organize and help ourselves. The meeting on September 7 will be more or less historic. It will be worth some effort and self-sacrifice to be in attendance. We desire your support and membership, at least, but your assurance that you will be present on the occasion will be doubly welcome, and will enable us to obtain reduced railroad fares and otherwise better shape our preparations and to keep you informed thereof. Will you be with us? Your reply addressed to the chairman will be appreciated.

Where Motorcyclists Must Carry Placards.

Motor cyclists in Massachusetts complain of the provisions of the new law in that State, which subject them in some respects to exactly the same requirements as are placed upon automobilists. A provision which they regard as inequitable is the one requiring a registration fee of \$2 on each motorcycle and a license fee of \$2 for each person operating one. They hold that in this matter there should be some differentiation between the motorcycle and the automobile, for the obvious reason of the difference in the character and cost of the two. In the matter of these fees the law makes no distinction.

Besides its own inherent vagaries, the Massachusetts law has copied some from that fearfully and wonderfully fashioned bit of New York legislation known as the Bailey law. One of the copied provisions is in relation to the "tag" which must be carried on vehicles. This is furnished by the State in Massachusetts in the form of a card, 14 by 7 inches in size, with numbers 4 inches high. It must be displayed on the rear of the motorcycle. In view of the inconvenience of carrying such a card on the rear of a motorcycle this provision is considered ridiculous.

Under the new rule of the N. C. U. English racing men are now permitted to choose their own prizes.

Racycles at Japan's Exposition.

Racycles are displayed to good advantage at Japan's fifth National Industrial Exposition, now in progress at Osaka, due to the enterprise of R. Sumi & Co., the Racycle

The display, Mr. Sumi writes, has created a great deal of attention and favorable comment and is proving one of the best advertisements he ever used. He has had great success with the Racycle since he secured the agency.

Hartford Building an Addition.

Work has been commenced on an extensive addition to the Hartford Rubber Works Co.'s factory, and will be hurried to completion at the earliest possible date. This addition will, of course, add materially to the Hartford's facilities. It will occupy a space of about 100 by 200 feet, and is of brick construction, and brownstone trimmings, somewhat similar to the present main building of the company's plant. It will consist of three and a half stories and basement, and sub-basement. Its architectural design is a pleasing one, a tower in the centre affording a change from the ordinary factory construction. The company are also about to double their power plant by installing a new 1,000 horsepower engine.

Two Idle Factories to be Sold.

In addition to the old Lozier factory at Thompsonville, Conn., the receivers of the American Bicycle Co. will offer for sale at public auction on Tuesday next the former plant of the Hartford Cycle Co. in Hartford; there is also a vacant factory site in that city that the receivers will sell on the same date.

Butler on Western Outlook.

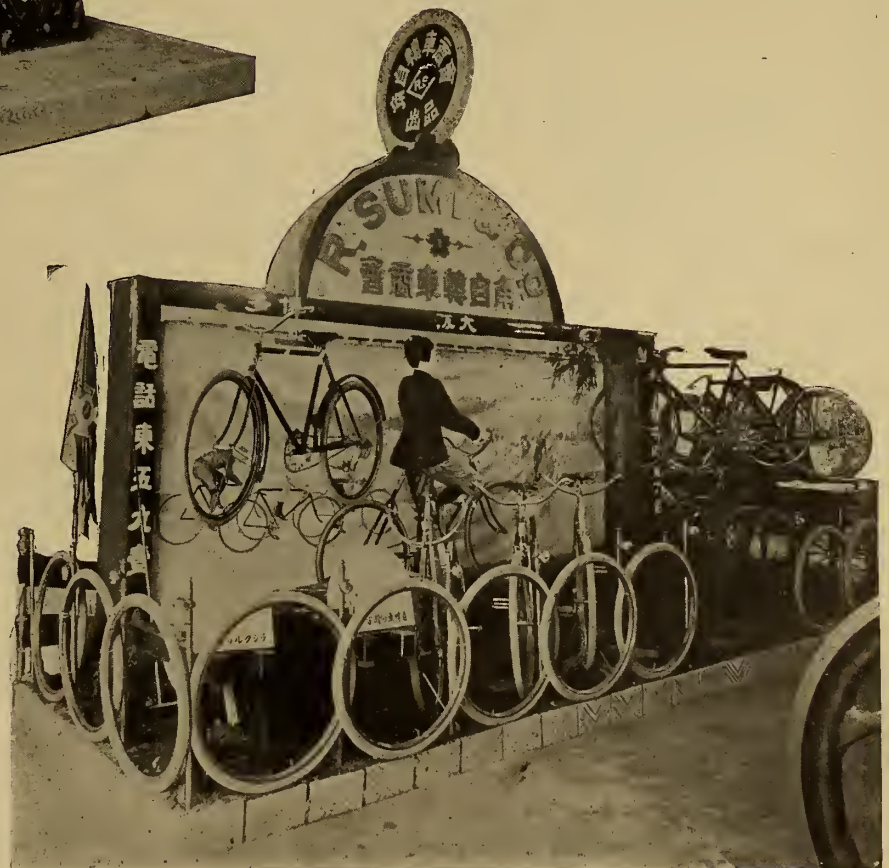
C. J. Butler, the new manager of the Morgan & Wright factory in Chicago, is in New York this week, and reports the outlook for trade in the West as being distinctly good. Among the new things for next year there will be, he says, an M. & W. motorcycle tire that will be certain to command attention.



agents in the empire. The machines are exhibited in two sections, one on each side of a revolving pyramid surmounted by a full nickled Racycle, and also on a stand which has a cycling scene for a background, the central figure being the wax presentment of an advanced Japanese young woman wearing bloomers and mounted on a diamond frame. By use of an electrical arrangement the painted background is constantly moving backward, making it appear as if the young woman is riding forward.

The accompanying illustrations convey an idea of the exhibit, but lack the rich coloring of the red, purple, yellow and blue velvets and ribbons that are employed, and which in the Racycle pyramid are set off by the gold plated tubing used to form the angles of the frame.

In addition to the American bicycles, Sumi & Co. are also showing a folding military bicycle, a carrier tricycle of their own manufacture.



NATIONAL BICYCLES



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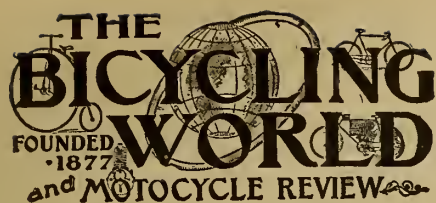
CHICAGO,
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SYRACUSE,
423 So. Clinton St.

BUFFALO,
28 W. Genesee St.

DETROIT,
254 Jefferson Ave.

SAN FRANCISCO,
114 Second St.



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"The Wheel" and the "American Cyclist."

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NEW YORK, AUGUST 8, 1903.

The Road to Success.

There is no royal road to success in any vocation. Industry, capacity, power of adaptation, the ability to put forth what is in us, the faculty of utilizing our gifts will bring success. In the vast majority of failures there is a lack of motive power, a disposition to take it easy.

The easiest way to court failure is not to strive for success. The qualities which bring success to men in their chosen vocations are the qualities which make it possible for such men to make their way into those vocations. The man with ability and grit will succeed. The man who is not discouraged easily is the boss of the man who does. Enthusiasm is something that cannot be bought, because it is priceless.

Opportunities come often in disguise and disclose their possibilities only when a man has made them expand by the force of his zeal and thoroughness. It has been written that "A pound of energy with an ounce of

talent will achieve greater results than a pound of talent with an ounce of energy."

"Success shall come to him who waits;

But not to him of folded hands—

To him who hopes but hesitates,

And simply by the roadside stands.

Success is won by effort strong;

By unremitting, earnest stress.

The way it travels seems o'er long—

To haste its course, go meet Success."

Syracuse, N. Y., July 1, 1903.

Personally, I read the *Bicycling World* almost as soon as it is received, and expect to find something of interest in it concerning the trade every time, and rarely fail to do so. I also make it a point to hand the paper to one or two of our best men, who, I think, should keep in touch with the cycling interests; they also read the *Bicycling World* regularly. I find a good many things of value in it, else I would not subscribe and pay for it.

SPALDING & CO.

By Wm. Spalding.

"Up to" the Motorcyclists.

It is now "up to" the motorcyclists to prove that they desire to help themselves.

The New York and the Alpha Motor Cycle clubs have issued the call for the meeting that will indicate how deeply the desire exists. The call touches sufficiently on the objects that will be served by national organization. There are enough of them, and they are of sufficient importance to enlist the attention and support of "every motorcyclist with red blood in his veins."

We hope there are enough of them, and that their blood and interest will be warm enough to make the meeting in Brooklyn on September 7 a large and hearty one. If you are a motorcyclist not only resolve to be there, but be there!

Motorcycling needs a guide and defender. The strength that will come of a national union will supply the need.

Patterns Past and Present.

That patterns seldom change, that the machine of to-day is almost indistinguishable from that of a few years ago, is generally asserted and accepted as truth. In the main it is true. Changes are made, but they are such gradual ones and of such a minor character that they make little difference in the appearance of the machine. Taken as a whole, however, they are very respectable.

In these changes there is to be seen a distinct progress in one direction. This trend is a return to earlier principles, if not to first ones. The patterns in use prior to 1895 or

1896 are the ones we are approaching, and each season brings us measurably nearer to it.

When the thoroughly—and justly—discredited "featherweight" passed from view there was evolved a type of machine that was its very antithesis. It was big, heavy, strong, both in its entirety and in its component parts. Long wheel bases and high frames, big hubs, big tubing, big sprocket wheels, big tires—these were the prominent characteristics of the machine of the middle nineties. It held sway for a long time, and even to-day, in a somewhat modified form, it dominates the field.

But much of the way has been retraced. The typical machine of to-day avoids the extremes of both the featherweight and the heavyweight. Smaller frames, tubing, hubs, sprocket wheels mark practically all of the machines of to-day. Weights have been reduced slightly, although scarcely as much as the changed designs seem to make possible. For this reason, perhaps, there has been no decrease in the efficiency of the 1903 bicycle.

For 1904 it seems perfectly safe to say that the movement will be carried a little further. That is to say, an increased number of makers will use one-inch tubing, eight-tooth rear sprockets, small hubs—some of the hubs now seen are almost exact copies of the old spindle hubs—and so on down the list. This is so because the retroactive tendency has not yet spent itself, and probably will not for several years. Until it does we can look for no radical changes in the regulation chain machine, at least.

Tires for Motor Bicycles.

On his journey of some 3,800 miles George A. Wyman, the *Motorcycle Magazine's* cross-continent tourist, employed no less than three pairs of tires. Two of the three pairs were extra heavy and originally had been made for use on pedal driven quads, but, despite their size and weight, they were rendered unserviceable before Wyman had reached Buffalo.

One of the tires—the most enduring of the four—we were privileged to examine. It was disreputable in appearance, but betrayed no evidence of break or burst. But so far as the tread was concerned not a trace of rubber remained; it was worn down to the fabric, and the fabric itself was beginning to wear or rot, not alone from contact with the road, but apparently from the moisture which it had absorbed.

While the average motor bicycle tires may not be subjected to such hard usage as those

attached to Wyman's mount, the particular tire which we examined had been used on the less stressful portion of his journey and had not been subjected to the mountain roads or to a great deal of the cross-tie pounding that were encountered in the Western country. The complete elimination of rubber on the tread and its attendant evils suggest that what an American tire maker, who recently spent several months in Great Britain, found to be one of the troubles with single tube tires abroad, is likely to prove one of the troubles with motorcycle tires in this country, i. e., the lack of rubber employed on the tread portions.

On the hard, flint roads of England it was found that not only did the treads wear quickly, but they also permitted the sharp flint to cut the fabric and cause an undue number of punctures and slow leaks. The remedy, of course, was obvious—more rubber and a heavier tread.

With the additional weight and the severer usage to which motor bicycles are subjected, it may occur to the manufacturers that treads of the sort are also desirable for motorcycle tires. While the rider of a motorless bicycle distributes his weight on handlebars, saddle and pedals, the motorcyclist, generally speaking, is so much "dead weight" in the saddle. Some of the saddle makers have already discovered the fact and are profiting by the discovery; tire makers also may be able to turn it to advantage.

How the Leaven is Working.

In a certain town where cycling interest ran high a few years ago, but where, also, it now languishes exceedingly, the motorcycle is being watched with no small amount of interest. The number of machines in the town has been slowly increasing; where a couple of years ago the total was one, and that in the hands of a dealer who regarded it as a very slow asset, it now reaches more than a score. Three of the dealers are pushing them in the same wholesouled manner in which the early bicycles were pushed. They ride them on all possible occasions, have their coteries of staunch adherents, arrange runs of various kinds, make their stores lounging places and discussion halls, encourage the men to "tinker" with their machines, and are ever ready to offer assistance when it becomes desirable or necessary. One of the dealers has even built several machines in his shop, and at the present time has two more on order. Keen competition between all three dealers exists, and each

pushes his own machine; yet all work to a common end—the upbuilding of a flourishing motorcycle trade.

There is nothing extraordinary in this. Any oldtimer knows that it is the history of the high bicycle repeating itself. But there are two interesting features connected with it, and we are convinced they are to be seen in hundreds of towns and cities throughout the country.

The first is the camaraderie that distinguishes dealers and riders—the bond of union, invisible, but none the less strong, that binds them firmly together. They are enthusiasts first and proselyters afterward. Though no one else rode they would, for the sheer joy of riding; but they want the whole world to know what joy there is in motorcycling, and they never lose an opportunity to enlighten such part of the world as comes under their purview.

Secondly, they are making converts. Their enthusiasm is leavening the mass of lukewarm, indifferent or hostile non-riders who have held aloof from the pastime. The force of their example is telling, and is bound to tell more and more as the months go by.

It has long been contended that it is dangerous to ride a bicycle during a thunderstorm, the steel of the machine attracting the lightning in much the same manner as does a lightning rod. The contrary has been held, however, the theory being that the rubber tires effectually insulate the rider and absolutely prevent his being injured. This view of the matter receives strong confirmation from the accident to a New Jersey man reported in these columns last week. His machine was struck by a flash of lightning and badly damaged, while he was thrown to the ground and shaken up severely. The lightning had absolutely no effect on him, however.

Gasolene or lubricating oil feed pipes coiled in a vertical plane are invitations to trouble. If ever they become choked it is not an easy matter to pass a wire inside without straightening the tube. Sometimes the sediment that collects there may be removed by heating the tube and blowing through it, but when straight tubes are undesirable those horizontally coiled are preferable to those with the vertical twist. With the latter the sediment must necessarily "loop the loop" before passing out, and the force of the fluid is not always equal to the task.

"Tommy" Lee's Sudden Death.

There died in this city on Thursday of last week, July 30, one of the sunniest men that ever rode a bicycle or wielded a pencil—Thomas Isaac Ludlum Lee, sporting editor of the New York Evening World. Heart disease brought about his end suddenly. The evening before he had spent in the gymnasium of the New York Athletic Club, of which he long had been a member. It was not as a cyclist that "Tommy" Lee—for he was "Tommy"—to practically every one who knew him—was best known. He first earned fame as a runner, and reached top notch when he won the hundred yards championship of America. When he retired from the path, some ten years since, he embarked in journalism, a position on The Wheel being his first berth. Afterward he went with the New York World and gradually worked his way up to the sporting editorship of its evening edition. During the war with Spain he went out as a member of the New York Naval Reserve. "Tommy's" fund of good nature seemed inexhaustible. He never troubled trouble, nor did trouble trouble him. He turned it aside with a smile. Rarely was he ruffled. He was always sunny, and withal was every inch a man. At his funeral on Monday an outpouring of all classes of press men and sporting men attested his popularity. There were many wheelmen among the number. Lee was but 33 years of age at the time of his death.

Records on Abnormal Motorcycles.

In the Ostend (Belgium) race meeting, which took place last month, all the honors did not go to the big cars. Motorcycle contests formed an important part of the meeting, and some remarkable times were accomplished.

The best performance was that of Sauveniere, who covered a flying kilometre on a Clement motor bicycle in 32.45 seconds, or at the rate of 68.15 miles an hour, thus lowering the previous world's motor bicycle record by no less than 4.15 seconds. Pilette, on a De Dion motor tricycle, covered the same distance in 43.25 seconds. Trials at the mile and kilometre from a standing start were also made, but the times made were very slow. They were as follows: Sauveniere (Clement), 1:40 for the mile and 0:59 for the kilometre.

The best that any of the big cars could do in these trials, however, was 1:25.35 for the mile and 0:42.15 for the kilometre.

Michael Out of Danger.

Michael, the famous pace follower, is lying ill at his mother's home at New Tredegar, Wales. His physician says that Michael is now out of danger and the paralysis shows marked signs of improvement, while his memory, which he lost for some time, is slowly returning. His appetite has been far better and he has slept well. There is no prospect of Michael being fit for racing or training under three months.

CHAMPIONS HARD PUSHED

**At Manhattan Beach Kramer Encounters
Defeat and Hurley has Narrow Escape.**

Two sensations were dished up for the Manhattan Beach racetrack attendants last Saturday. The first was the decisive defeat of Champion Kramer by Iver Lawson, in the one-mile professional championship, and the other the narrow escape of amateur champion Marcus Hurley from a similar fate. Indeed, only a close decision of the judges—which was roundly hissed—saved the latter from defeat at the hands of Glasson and Dorlon—perhaps both. This occurred in the two-mile handicap, the men having bunched several laps from home. A spill that brought down more than half a dozen men in a heap marred the second heat of this race.

The important race of the day was the one-mile national professional championship. It was run in heats, as usual, and the weeding out process left Lawson and MacFarland and Kramer and Fenn to contest in the final. It was announced that the men would team as here bracketed, and they went off at a leisurely pace, the Kramer-Fenn team leading. Kramer was plainly nervous, and, going down the backstretch on the last lap, he called to Fenn to quicken his speed and then to pull out. This Fenn did, leaving the champion to cut out the pace for more than one-third of a lap. MacFarland followed Fenn's example, and Lawson started after Kramer. The latter came on fast, and 150 feet from the tape still had a good lead; but he had shot his bolt, and Lawson passed him in the last few yards, winning by a good half length. The victory seemed a popular one, Lawson being loudly cheered.

The ten-mile professional handicap was also an interesting race, in spite of the fact that John Bedell made a runaway of it. At half the distance the back markers had caught the leaders and a loaf had set in. While it was in progress Bedell got a slight lead, and as no one would go after him he kept increasing it until he had nearly half a lap to the good. Then the rear men woke up, but owing to the lack of concerted effort were unable to cut down Bedell's big lead. Root made a fine bid for it, however, leaving the field and getting within a few yards of the weary leader by a magnificent burst of speed, thus getting second place. Both MacFarland and Lawson beat out Kramer, getting third and fourth places, respectively.

In the amateur events Joe Fogler forced Hurley to extend himself in the half-mile open, but was beaten by a couple of feet. The two-mile handicap was still more worrying for the champion. Glasson and Billington started with him from scratch, with Dorlon—who had won his novice race and also the horse and buggy race a few weeks earlier—at 75 yards. As stated, the men got together at about one mile, and when the

sprint came it looked like an easy win for Hurley. He had almost a length lead in the stretch, but as he neared the tape he was seen to be working desperately. Glasson was on his inside and Dorlon on his outside, and both riding like demons. As they sped over the tape the men were separated by inches only, and it looked as if Dorlon had won. So the crowd thought, and when the order was announced as Hurley, Glasson and Dorlon there were loud cries of dissent and hisses. The summary follows:

Half-mile amateur, open—Won by Marcus A. Hurley, New York A. C.; Joseph Fogler, National A. C., second, and Fred. Bellinger, Newark, N. J., third. Time—1:09 4-5.

One-mile National Championship (professional)—Won by Iver Lawson, Salt Lake City; Frank Kramer, East Orange, N. J., second; F. A. MacFarland, San Jose., Cal., third. Time—3:07.

Ten-mile professional, handicap—Won by John Bedell, Lynbrook, Long Island (80 yards); E. F. Root, Boston (80 yards), second; F. A. MacFarland, San Jose, Cal. (scratch), third; Iver Lawson, Salt Lake City (scratch), fourth. Time—23:08 2-5.

Two-mile amateur, handicap—Won by Marcus A. Hurley, New York A. C. (scratch); George Glasson, New York City (scratch), second; O. M. Dorlon, Manhattan Beach, (75 yards), third; D. J. Quille, Bayonne, N. J. (25 yards), fourth. Time—4:31 1-5.

One-quarter-mile, novice—Won by L. Marshall, New York City; E. F. Florence, New York City, second; C. Van Den Dries, Century Road Club of America, third. Time—0:32 2-5.

Advancing the Team Idea.

On the principle that the flocking together of birds of a feather has undoubted advantages, H. A. Gleisman, one of the New York dealers who not only sells bicycles, but rides them, and rides them well, has instituted a form of team organization that promises to sharpen rivalry and interest, several other dealers, who, like Gleisman, are members of the Century Road Club Association, having similar teams in process of formation.

The members of the teams are not all members of the C. R. C. A., but are made up of the hardier road riders who frequent or live close by the dealers' stores. Each team adopts a distinctive name and sweater; Gleisman's is the "Tiger team." The numbers are limited, but each team is after the other's scalp, and as a result several warm team races are in prospect. A captain is the only officer chosen. C. Tulp serves the Tigers in that capacity. Other well known road riders included in the membership are F. E. Kirchner, H. S. R. Smith, H. Heinze and C. P. Soulie. The men not only race against each other, but help budding aspirants, and in the races in which any of them compete the others are on hand to coach and "root" for them and otherwise lend assistance. Four other teams of the sort are forming, and when completed the Tigers propose to emerge from their lairs and seek the other's haunts.

SINDLE A SPORTSMAN

**Refuses Big Handicap and Wins Time Prize
in 50 Mile Race on Staten Island.**

If there had been less of the sportsman and more of the "pot hunter" in the makeup of Elias Sindle, of Dundee Lake, N. J., he could easily have won the Columbia bicycle offered as the first prize in the fifty-mile open handicap road race on the new Staten Island course on Sunday last. The event was run under the joint auspices of the Century Road Club Association and the Richmond County Racing Association, and the handicapper, whoever he was, apparently did not know the man. Sindle, who for two or three years had been doing good work on the New Jersey tracks, was presented with a generous handicap of ten minutes. He promptly refused it and went back to scratch, and proved that he knew his own measure by beating out the eleven other men who started with him from that mark.

The race not only attracted a large entry list, but an unusually large crowd. The police were inclined to interfere with the running of the event, but after a little diplomatic treatment were induced to incline the other way.

Including the post entries—who were placed on scratch—just eighty-eight men came to the tape out of 100 whose fees had been received. At 2 o'clock they were started on their journey over the twelve and one-half-mile stretch of fine road between Grant City and Tottenville, the first man to get off being Frank Remington, who admitted that he was sixty-three years old. He received twenty-one minutes' start over the scratch men.

When twenty-five miles had been run W. A. Boyden had forged to the front, closely followed by O. Nelson, H. C. Cook and C. F. Gaeckenback. On the last twelve and a half miles stretch the scratch men were riding in a bunch and were within striking distance of the leaders, when a bad spill put most of them out of the running. C. A. Sherwood and C. E. Burch received bruises, but were not seriously hurt.

Boyden and F. Poole had the race all to themselves at the finish. They were fully three minutes ahead of the others, with Poole in the lead. Ten yards from home Boyden pulled away from Poole in the last desperate effort, and won by half a length. The winners of the first and second handicap prizes won also second and third time prizes, winning in the same order. First time prize fell to Elias Sindle, of Dundee Lake, N. J. Twenty prizes were offered, the principal ones being a \$50 Columbia bicycle and a \$30 Tiffany umbrella.

Under the pugilistic name of John L. Sullivan a "ringer" was discovered, or rather he discovered himself. Before suspicion was directed to him he "took water," retiring from the race shortly after the start. He is

said to have remarked to another rider that he would not have got a prize anyway, even if he did win it.

The first twenty-one men to finish, with their handicaps and net time, were as follows:

| | Handicap, minutes. | Net time. |
|-----------------------------|-----------------------|--------------|
| 1. W. A. Boyden..... | 12 | 2:39:03 3-5 |
| 2. F. Poole..... | 10 | 2:37:03 4-5 |
| 3. G. Wiley..... | 14 | 2:41:30 3-5 |
| 4. J. Hughes..... | 13 | 2:45:00 2-5 |
| 5. M. Eustis..... | 3½ | 2:40:00 4-5 |
| 6. H. F. Cranston..... | 16 | 2:42:01 |
| 7. O. J. Steib..... | 10 | 2:41:01 1-5 |
| 8. Elias Sindle..... | 0 | 2:33:00 3-5 |
| 9. C. Zink..... | 13 | 2:46:00 4-5 |
| 10. H. S. R. Smith..... | 6 | 2:42:18 2-5 |
| 11. J. M. Eifler..... | 8 | 2:44:18 3-5 |
| 12. A. Eifler..... | 15 | 2:51:18 4-5 |
| 13. H. C. Cook..... | 14 | 2:52:44 3-5 |
| 14. Harry Early..... | 12 | 2:52:40 2-5 |
| 15. H. Cadwallader, jr..... | 14 | 2:55:23 1-5 |
| 16. C. Nerent..... | 7 | 2:49:47 |
| 17. A. W. Sinclair..... | 9 | 2:51:47 |
| 18. M. Zacobnick..... | 8 | 2:51:53 |
| 19. John Doe..... | 0 | 2:43:56 1-5 |
| 20. S. Leitzer..... | 14 | 2:58:34 3-5 |
| 21. J. Hickey, jr..... | 0 | 2:44:35 1-5 |

Time prizes—Elias Sindle, first; time, 2 hours 33 minutes 3-5 second; F. Poole, second, 2 hours 37 minutes 3 4-5 seconds; W. A. Boyden, third, 2 hours 39 minutes 3 3-5 seconds.

Many Entries for Double Century.

The C. R. C. A. will hold on Saturday and Sunday, August 8 and 9, their double century run. The first century will start at Bedford Rest on Saturday evening at 7 o'clock and finish Sunday morning at 5:30 o'clock. The second century will leave Bedford Rest at 6:30 a. m. Sunday and finish at the same place at 6 o'clock Sunday evening. The pacemakers will be D. M. Adey, R. A. Van Dyke, A. G. Carrier, S. Zaconick, D. H. Lodge and L. V. D. Hardenberg, of which the first three will make the entire two hundred miles. Any rider may enter either or both these centuries. The entry fee covers both. The entry list is considerably larger than expected, considering the unfortunate fact that another run is to be held on the same date, and has now reached 22 entries. Post entries will be received.

Much Interrupted Race.

A race for motor bicycles, originally intended to be run on the road from Milan to Bologna and return, but prohibited by the Italian authorities, was run off on Sunday, July 20, on the Milan Hippodrome, with the result that the 300 kilometres were covered by (1) Philtiens, on an Antoine machine, in 4:40:52; (2) Tomagni, on a Marchant, 5:52:47; The competitors were started in two batches of thirteen and twelve, respectively. Rain prevented the second batch of competitors who started from completing the race, and they were afforded a further opportunity of bettering the time of Philtiens on Monday. But in this they failed, the nearest being Mazzolein, on a Werner, in 5:07:22, thus placing him second, and Lamfranchi, on a Peugeot, took third place, with 5:33:34.

CALDWELL QUILTS IN HUFF

Withdraws From Golden Wheel Race but Others Keep up the Great Going.

Inclement weather and injuries to contestants have caused repeated postponements of the Golden Wheel race begun at Charles River track, Boston, on July 27, and there still remain two nights' racing to be done. It rained almost without intermission on Monday, Tuesday, Wednesday and Thursday, so that nothing could be done on those evenings. Friday and Saturday are now set for the winding up of the race.

The sensational riding begun by Caldwell last week, when he covered nearly forty-eight miles in the hour, was continued and completely eclipsed as well, in the going on Friday and Saturday nights of last week. On Friday De Guichard took a hand and covered 48 miles and 1,346 yards in the sixty minutes, beating all world's records. His honors were short lived, however, as the next night Munroe took his turn at the game and succeeded in riding the enormous distance of 49 miles and 210 yards in an hour. This left Munroe in the lead at the end of four nights' riding, with two nights more to be ridden before the race is finished.

The third period of the race opened with but three contestants, one of them (Lawson) being practically out of the race owing to lack of pace. Caldwell refused to start unless each contestant was credited with the distance he had actually ridden, instead of making an allowance for the time lost in the first night's spill. His demand was refused, and Caldwell retired.

Until the last fifteen minutes of riding Munroe had all the best of the going. He had covered the first twenty-five miles in 30 minutes 45 seconds and was leading by two laps when his chain jumped the sprocket. De Guichard was alive to his opportunity and by desperate riding he made up the two laps and gained a lead of three more before Munroe got going again. On the forty-sixth mile Munroe lost his pace, and De Guichard increased his lead to four laps. The score for the night was: De Guichard, 48 miles 1,346 yards; Munroe, 47 miles 1,708 yards; Lawson, 31 miles 135 yards.

Saturday night the number of competitors underwent a further diminution, Lawson retiring at the end of his thirty-ninth mile. Insufficient pacing facilities had handicapped him from the start, and a burst tire proved the climax.

Up until the thirty-third mile the race between De Guichard and Munroe was as close as one as could be wished for. The little French boy had the lead at the start, and although Munroe made several attempts to go by he was held off each time. Round they went for thirty-three miles, with never

more than twenty yards between them, and often much less. In the thirty-third mile Hunter, who was pacing Munroe, made another effort to pull his charge into the lead. When side by side on the bank Hoffman, who was pacing De Guichard, shook him off, and it looked as if Hunter had tried to cut in too close. Anyway, Munroe shot into the lead and opened up a wide gap before the Frenchman recovered his pace.

At the forty-third mile De Guichard was off his machine, and Munroe made use of the fact to increase his lead to three laps. He was going at a furious pace, reeling off the miles like clockwork, and at the hour had placed another lap between himself and De Guichard and covered 49 miles 210 yards. De Guichard's distance was 47 miles 1,056 yards.

At the end of this, the fourth night's ride, Munroe led, having covered 190 miles 1,319 yards; De Guichard was second, with 181 miles 148 yards to his credit; Lawson third, with 149 miles 888 yards.

Prince Flirts With Atlanta.

Atlanta, Ga., sees a prospect of additional interest in the bicycling game in that city. Jack Prince has been dickering with property owners there for a site upon which to build a coliseum next fall. He is said to have two locations under consideration—one of them sub rosa, for business reasons.

The other is the old circus ground plot between Jackson street and the Boulevard. It is understood that F. M. Coker, jr., who owns this property, has submitted a proposition to Prince, and that the latter will very likely accept it, if he does not succeed in locating his coliseum still nearer the city.

Enlarging the Vigilant's Quarters.

A new home will be occupied by the Vigilant Cycle Club of New York City as soon as the necessary alterations are completed in the two four-story and basement dwelling houses at 322 and 324 Lenox avenue. The houses, owned by Ida C. and Mary E. Poillon, are to be improved at a cost of \$7,000. The plans, which have been filed with the Building Bureau by George Fox, provide for stores on the lower floor of each house, the upper portion of the two houses being thrown into one and arranged as a clubhouse.

Taylor Goes to England.

"Major" Taylor is to make his appearance on the Canning Town track, London, on August 8. He will ride in a three cornered match race, and his opponents will probably be Piard, the Parisian crack, and an Englishman, either Jenkins or Howard.

Walthour to be a Track Owner.

Birmingham, Ala., is to be included in the regular Southern Cycling Circuit, and work on an eight lap coliseum track will begin about September 18. It is to be owned by Gus Castle, Bobby Walthour and Laurie Grant.

BEATEN BY A SEA TURN

**Golden Wheel Racers at Revere Beach
Forced to Quit at 20 Miles.**

Rain put a damper upon the golden wheel contest at Revere Beach, Mass., this week, and the result thus far has been a half hour of racing on Monday night. Bobby Walthour, Nat Butler, Hugh MacLean, George Leander and James Moran were the five men entered for the six day contest. All were in excellent condition, and the race began with a fast and furious spurt. By the end of the first half hour the track became so wet from a "sea turn" that riding was dangerous. Moran got a fall in the eleventh mile which threw him out for the night, and he claimed that the accident was due to the slippery condition of the track. Referee Kelsey finally recognized the danger and called the race off for the evening.

The five men lined up for the start, with Walthour, paced by Turville, on the pole. Then came MacLean, following Fred White. Nat Butler, with Saunders up, was in third place, while Moran, behind Deroschier, came next, and Leander, paced by Newkirk, drew the outside. Joe Downey was at hand with a spare motor, ready to pick up any unfortunate. There was much sparring for position and Referee Kelsey had to threaten a fine before they got off at last. MacLean jumped to the fore in the first lap, and then Butler failed in an attempt to pass Walthour, Moran being in fourth and Leander in fifth place. MacLean gained a quarter of a lap on Walthour in the first mile, and the latter was forced up by Moran and Butler, who were making a vigorous contest.

Leander was off his pace at the two miles and was lapped several times. Butler got the best of Moran, but failed in an attempt to pass Walthour. Leander, changing from Newkirk to Hunter, put up an improved race. MacLean was setting a hot pace some distance ahead of the field, when Walthour cut loose from the others and regained some of the lost distance, while Butler, Moran and Leander, abreast, were fighting each other like Trojans. Moran finally, with a rush and a dash, went by Butler in the fifth mile and then tried to do likewise to Leander. MacLean came up and lapped Butler, and then went up on the outside of Leander and Moran, while Walthour was hard by.

It was a hard, fast fight. The five motors, followed by the five principals, were all in a bunch. Moran finally succeeded in passing Leander, as did also MacLean and Walthour. MacLean fought Moran all the way, the latter keeping him on the bank. This was hard, telling work, and at eight laps MacLean was switched from his pace. He was not all in, however. He dug ahead, unpaced, but the switching cost him the leadership. Walthour going to the lead, Moran second and Butler third.

While struggling against Butler and Wal-

thour at the turn into the backstretch at the opening of the eleventh mile, Moran tried to force his way between them and went down, rolling down the bank like a log. He was fortunate, however, in receiving no fractured bones, the total damage being a severe laceration of the arms and legs, which prevented his continuing.

Toward the close of the first half hour of riding Walthour slowed his pace perceptibly and trailed MacLean, evidently considering the Chelsea rider his most dangerous antagonist. MacLean was out to lap Butler if possible. The old handicap king nevertheless had speed in plenty and he fought hard and closed up with MacLean. The referee called the race off after the men had been riding 29 minutes 41 2-5 seconds. The score then was: Walthour, 19 miles 1,540 yards; Butler, 19 miles 1,080 yards; MacLean, 19 miles 980 yards; Leander, 18 miles 1,100 yards; Moran, 10 miles 660 yards.

Prior to the big race Albert Champion rode an exhibition mile, but did not equal his own expectations, as his motor repeatedly skipped explosions. His time was 1 minute 19 2-5 seconds.

There was also a ten-mile amateur race, with twenty-one starters. Marcus Hurley got a puncture in the first lap and had to withdraw. The race was won by Kimball, with Beyerman second and Dove third.

Activity on the Coast.

An unusually active racing season is now in full swing on the Pacific Slope, where rivalry of the most potent kind spurs on the strenuous wheelmen of that section to battle for road supremacy. Interstate competition is one cause of this rivalry, Californians striving to retain the trophy wrested from Nevadans last year, and the latter fully as determined to regain it.

Week before last the Capital City Wheelmen, of San Francisco, held one of the largest tryouts ever held in the history of the club. The purpose of the tryout was to determine who should qualify to be members of the relay team to defend the championship against the Carson Wheelmen at Carson, and also to compete with the Oakland Wheelmen in San Francisco in August.

Twenty-one riders participated in the tryout, and the result as a whole was very satisfactory, as it developed a very fast team of unusual uniformity, there being but fifteen seconds difference between the fastest and slowest times of those who qualified for the team. The following compose the team, with the probable addition of one more member during the week: H. Venter, D. Colclough, H. Noyes, W. Franklin, C. Koege, A. Flint, W. Wing, A. Sickafoose, E. Byron and L. Bandy.

Word has been received from Carson that there will be a special train with a brass band at Reno to meet the C. C. W. boys, and that no effort will be spared to give them the best time they ever had in the Sagebrush State.

One week later the Capital City club's team will try conclusions with the Oakland Wheelmen. The contest will take place at Agricultural Park, and promises to be a keen one, as the Oakland's team is also said to be a strong one and capable of giving even the Capital flyers a good run for their money.

SCHWIEGERHAUSEN COMING

**German Globe Girdler Heads This way After
Following a Remarkable Route.**

Already four years on the road, "Willy" Schwiegerhausen, a German rider, is entering upon the last stages of his self-imposed globe girdling expedition. He claims to have ridden further than any other round-the-world tourist, not even excepting Thomas Stevens, and when he completes his trip there will not be a country of importance that he has not traversed.

Schwiegerhausen, who is a native of Leipzig, and a journalist, started in June, 1899, and he expects to return to Germany in the coming fall. At last advices the adventurous newspaper man had covered most of the countries of Europe, Asia and Africa, Australasia and South America, and was heading for Central and North America. After completing his tour of the Americas he will ride through parts of Europe and Africa which he has not yet visited. Herr Schwiegerhausen will have abundant authentic evidences of his travels, for when last heard from he possessed ten autograph books containing signatures of notable men, including monarchs, of the countries through which he had passed, besides a fine collection of photographs taken en route. He also had any quantity of data relating to his experiences and adventures. It is announced that he will publish a book describing his remarkable tour.

Jacquelin Turns Tables on Taylor.

All cycling Paris is talking over the rejuvenation of Jacquelin, the old French champion and fine sprinter. After a succession of crushing defeats, which seemed to indicate that he had lost his old form entirely, once again he has surprised and electrified the Parisian public by a wonderful performance. This was realized on Tuesday, July 21, in the three cornered match race which took place on the Parc des Princes track between "Major" Taylor, Meyers and himself before a big crowd. The first heat was handsomely won by the flying negro, but Jacquelin took the second by one of his famous oldtime jumps, and also the third, which he won by inches from Taylor after a desperate fight. As to Meyers, he made a disappointing show.

Mud Stopped Record Makers.

Harry R. Geer, Carl Bahnsen and Henry Stewart, three St. Louis motorcyclists, endeavored last week to establish a St. Louis-Chicago record, but the "bloomin' rain" overtook them less than one hundred miles from St. Louis and soon turned the roads into mud wallows. Result: The trio took the train back to St. Louis. But they will try again.

F. Ed. Spooner, who has been manager of the Charles River Park track at Boston for the past two months, intends to resign in order to give his full attention to the racing interests of Bobby Walthour, Joe Nelson and Bennie Munroe.

MacLEAN DEFEATS FOUR MEN

Wins 20 Mile Paced Race at Revere Beach Track—Moran Was Second.

Five men participated in a motor paced race of twenty miles on the Revere Beach track, Revere, Mass., last Saturday night, Hugh MacLean, of Chelsea, Mass., being the winner. The others in the race were James Moran, Nat Butler, George Leander and Bobby Walthour, who finished in the order named.

MacLean was the only man in the race who did not suffer from lack of pace. Walthour was the unluckiest one in the bunch. He got away in the lead, with Turville up on Candy, jr., and he kept the lead until the fourth mile, when his pace went back on him and he was obliged to ride unpaced to the end.

Newkirk paced Leander, but his motor balked, and Leander was lapped in the first mile. At two miles MacLean, with White as pacemaker, was second to Walthour; Butler, paced by Billy Saunders, was third, and Moran, behind Jake Desrochier, was fourth. Even after he lost pace in the fourth mile Walthour put up a fine race.

MacLean got the lead in the fourth mile. Moran and Butler had a hot contest for second place, the former winning, and the contest being between the three named until Moran was shaken and lost considerable distance on the sixth lap of the ninth mile.

In the thirteenth mile Walthour created excitement by making a great sprint, and he tacked on to Leander. He followed pace in second place for three laps and then dropped.

It was an unlucky mile for Moran, for he punctured his rear tire and dropped to third place, losing two laps to Butler and MacLean. MacLean at the same time cinched first place by lapping Butler for the second time. Moran still had a chance for second money.

Moran did the trick on the fifteenth mile and passed Butler, and was again in second place. He made his second lap on Butler on the seventeenth mile. The latter's motor was getting slower all the time. Butler was again lapped by MacLean on the eighteenth mile.

MacLean won by three laps over Moran, the second man. Butler was three behind Moran and eight ahead of Leander, the fourth man. Walthour was unpaced for fifth. MacLean's time was 30 minutes 16 1-5 seconds.

The other races on the card were a one-mile handicap and a ten-mile open. The summaries follow:

Twenty-mile motor paced—Won by Hugh MacLean, of Chelsea; James Moran, second; Nat Butler, third; George Leander, fourth; Bobby Walthour, unpaced, fifth. Time—30:35 3-5. Time by miles—Walthour, 1:26 2-5; 2:56 4-5, 4:20 1-5; MacLean, 5:51 4-5; 7:23 2-5,

8:54 2-5; 10:22, 11:51 2-5, 13:24, 14:54 2-5, 16:21 4-5, 18:00, 19:31, 21:03, 22:37 1-5, 24:11, 25:44; 27:14 4-5, 28:47 4-5 and 30:16 1-5.

One-mile handicap—Won by Matt Downey; C. L. Kimball, second; Clarence Batchelder, third. Time—2:03 1-5.

Ten-mile open—Won by C. L. Kimball; C. L. Hollister, second; J. J. McKinnon, third; Matt Downey, fourth. Time—24:35 2-5.

Garin Wins Three Weeks' Road Race.

In fine weather, the big road race around France was concluded on Sunday, July 20, last, with the Nantes to Paris section, a distance of about 280 miles. This was the sixth section of the race, and only twenty-one riders remained of the seventy-eight who started from Paris three weeks previous. The result, however, was a foregone conclusion, for, unless some accident happened, Maurice Garin was bound to win, being then nearly three hours in front of the second man, named Pothier. Moreover, his most dangerous rival, Georget, had been put out of the race in the previous stages. Garin, therefore, scored an easy win, which, coming after his extraordinary succession of wins in big road events, stamps him as a road champion of no mean ability. The total distance of the race (divided in six sections) was of 2,500 kilometres (about 1,550 miles), which Garin covered in 94 hours 30 minutes.

Championships at Copenhagen.

This year the world's cycling championships are to be held on the new track at Ordurp, Copenhagen, on August 16, 20 and 23. The heats of the amateur short distance championship (two kilometres) are to be run on the 16th, and the semi-finals and finals on the 20th. The long distance race (100 kilometres), for amateurs, will be competed for on the 23d. There is also a 3,000 metres amateur handicap on the 20th, and a three kilometres scratch race on the 23d. The professional races include the championships at the same distances as the amateur events, a one kilometre scratch, 3,000 metres handicap and a one kilometre scratch, the winner of the championship being excluded from the last mentioned. Entries close on the evening of August 8.

Taylor Takes Jacquelin's Measure.

At Vienna on Thursday, July 16, "Major" Taylor, Jacquelin and Seidl contested a three cornered match in three heats at 1,200 metres, 800 metres and 1,000 metres, respectively. On each occasion "Major" Taylor finished first, while on two occasions Jacquelin had to content himself with third place. Taylor, who rode in splendid form, also won the mile handicap, his victories being very enthusiastically received.

Ellegaard won the Grand Prize of Denmark at Copenhagen on Sunday, July 20, beating Van den Born and Schilling in the final. Rutt, Bixio and Arend failed to get through the semi-finals.

TO STOP SUNDAY RACING

Nerve-Jarred Bellevillians Make Good Their Threats and Apply for Injunction.

The threatened legal attack upon the managers of Sunday bicycle racing at Belleville, N. J., was formally begun in the Chancellor's Court at Newark on July 31. Edwin G. Adams filed the papers in connection with the bill of complaint signed by Guy Maconnel, a resident of Washington avenue, Belleville, who asks for an injunction restraining the Hillside Board Track Association and its manager, William E. Thaller, from conducting Sunday races at that track. Vice-Chancellor Emery granted an order to show cause why such an injunction should not be issued, and it is made returnable August 11, at which time the defendants are cited to appear and answer the bill of complaint.

The bill, which covers more than twenty pages of typewritten matter, states that the noises, such as pistol shots at the start of the races; shouts of the vast concourse of spectators, together with the strains of a brass band, create a disturbance which destroys the comfortable peace of his home on the Sabbath day.

The complainant goes on to say that on July 21 he sent a letter of protest to the association, as well as to the manager, which, he averred, was unheeded, the defendants even going so far as to announce in the public press that the management intended to substitute a board track for the present earthen track.

After reciting these facts, the complainant refers to the noises and disturbances that accompanied the races at the Vailsburg board track, and the subsequent refusal by the authorities of that borough to renew the license for the track.

Attached to the bill of complaint are affidavits signed by several other residents of Belleville, who corroborate Mr. Maconnel's statements. There are also copies of newspapers containing descriptions of the races on each successive Sunday since July 5.

In view of the action taken by Maconnel, the Hillside Bicycle Track Association, at a meeting held last Monday night, empowered the president of the organization to employ counsel to defend the chancery proceedings.

Flock Wins Once More.

Charles Mock was winner of a twenty-five mile road race which wound up the hundred-mile run of the Century Road Club of America over Long Island roads. His time was 1 hour 21 minutes.

The leaders in the run of the fast pack, which numbered sixty when the start was made, from Bedford Rest, finished the last twenty-five miles in the following order: Charles Mock, 1:21:00; H. Van Den Dries, 1:21:15; August Miller, 1:21:30; O. Johnson, 1:26:00; J. G. Kopsky, 1:28:00; Thomas Shortell, 1:33:00; M. Salter, 1:34:00; G. Perden, 1:34:30; Ray Fuller, 1:37:00; C. S. Schneff, 1:41:00.

FENN SLIPS IN BETWEEN

While Kramer and Lawson Manoeuvre the Nutmeg Boy Wins the Cash.

Uncertainty as to what might result from the legal proceedings which have been inaugurated against the management of the Hillside bicycle track at Belleville, N. J., had the effect of diminishing the attendance at the races last Sunday. The favorable weather brought out a large crowd, however, and there was no interference with the sports of the afternoon. The order to show cause why an injunction should not issue to restrain Sunday racing at this track is not returnable until next Tuesday.

The strong features of the racing were found in the battles between Frank Kramer and Iver Lawson, neither of whom won a race, but both contending with the most earnest rivalry for a victory the one over the other. In the ten-mile handicap, won by Walter Bardgett, the winner's long start of 320 yards had something to do with the failure of either to show up in better than second or third place, but in the third of a mile professional race they let William S. Fenn sprint ahead of them and win by a length through the strict attention which they paid to each other and their failure to keep an eye upon the Waterbury lad. In both of these races Lawson got the better of Kramer, leading him by a length and a half in the first and by half a length in the second.

Bardgett made a runaway of his race. Starting from the 320-yard mark, he got such a lead early in the race that the scratch men were unable to overtake him and he won by 200 yards.

Joseph Fogler, of Brooklyn, won a two-mile amateur handicap, and Teddy Billington was winner of the two-thirds of a mile amateur event. The summaries:

One-third of a mile, professional—Won by W. S. Fenn, Waterbury, Conn.; Iver Lawson, Salt Lake City, Utah, second; Frank L. Kramer, East Orange, N. J., third; Floyd Krebs, Newark, N. J., fourth. Time, 0:44 1-5.

Ten-mile, professional, handicap—Won by Walter Bardgett, Buffalo, N. Y., (320 yards); Iver Lawson, Salt Lake City, Utah (scratch), second; Frank L. Kramer, East Orange, N. J. (scratch), third; John Bedell, Lynbrook, N. Y. (80 yards), fourth; Menus Bedell, Lynbrook, N. Y. (240 yards), fifth. Time, 24:39 1-5. Lap prize winners: King, 9; Bardgett, 6; Hadfield, 4; Krebs, 2; Adamatz, 2; Deitjen, 2; Coyte, 2; Galvin, 1; Guery, 1.

One-third mile, novice—Won by E. J. Hill, Brooklyn, N. Y.; E. Lang, Newark, N. J., second; F. Arnold, Paterson, N. J.; third. Time, 0:48.

Two-thirds mile, amateur—Won by "Teddy" Billington, Vailsburg, N. J.; Oscar Goerke, National A. C., Brooklyn, N. Y., second; Joseph Fogler, National A. C., Brooklyn, N. Y., third; D. J. Quille, Bayonne, N. J., fourth. Time, 1:46 2-5.

Two mile, amateur, handicap—Won by Jo-

seph Fogler, National A. C., Brooklyn, N. Y. (60 yards); D. J. Quille, Bayonne, N. J. (30 yards), second; James Zanes, Newark, N. J. (90 yards), third; Oscar Goerke, National A. C., Brooklyn, N. Y. (scratch), fourth. Time, 4:48 4-5.

Champagne Affected Kimble.

Owen Kimble, the Kentuckian, who has been doing well on the Parisian bicycle track this season, writes as follows to a friend in New York City, under date of July 14:

"I have started four times the past week and won two firsts and a third. Collett, the poor devil, does not seem to be able to turn a trick. I pulled him in a race last week and took him two laps, but he was not there with the final sprint and I had to win myself. Jacquelin beat Taylor and Meyers in grand style in a match on Tuesday. The negro is riding well, but I suppose you understand



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they have some very fast men here, too. I have been taking good care of myself over here and training as I never trained before. At the Grand Prix I was going faster than any of them, but had a little too much champagne aboard and went to sleep. At Parc des Princes Tuesday I won the open by ten lengths.

Lawson and McFarland to Go Abroad.

Inflamed by the feat of "Bill" Martin year before last in capturing the affluent Austral Stakes, said to be worth a cool \$5,000, and feeling sure that there will be good pickings for speedy American riders in the Antipodes this winter, Iver Lawson and Floyd McFarland have arranged to visit Australia.

Lawson spent several months in Australia two years ago, and won the championship, after a number of severe struggles with the best riders that country could bring forth. He is a staunch favorite over there, and his visit is already being looked forward to with much interest. A number of fast riders have been developed since he was there before, and the sporting journals have begun to discuss the probable winner of the forthcoming Austral with the two speedy American entries added.

CHAMPION BEATS NELSON

But Latter's Balky Motor Contributed to his Defeat at Manchester, N. H.

What promised to be a remarkably close race with an exciting finish between Albert Champion and Joe Nelson at Manchester, N. H., last Saturday night, was spoiled in the tenth mile by the failure of Nelson's "White Ghost" to keep up its work.

The event was a fifteen-mile motor paced race wherein Champion made his first bow to a Manchester gathering. Although he made a new fifteen-mile record, it was by no means certain that he would have won the race had his rival had pace to the end. The crowd, while it admired the exhibition given, was disappointed that once more they had been balked of their desire to see a motor paced race contended to the finish. This was the fifth of such races Manchester has had, and in each one there has been an unsatisfactory conclusion because of balky motors or punctured tires.

When the race was called both motors started off without a hitch, and the racers caught pace on the second or third lap. For nine miles they spun around the bowl on such even terms and with such velocity that interest grew with every mile travelled. Then came the disappointment. The "White Ghost" had been damaged in a mix-up at Providence on the previous Wednesday night, and had been worked over most of the time since. It seemed to go all right Saturday afternoon, and it was supposed that it would be in shape to finish the race in the evening. When the motor heated and gave out it spoiled as fine a match as Manchester is likely to see this season. The valve was redhot when the "White Ghost" was forced to stop pacing Nelson. The plucky little Swede continued to circle the bowl unpaced until he completed the full fifteen miles.

Both Champion and Nelson rode beautifully. They were paced by Saunders and Schultz, respectively, and the former did a star job with his machine, hugging the inside of the track almost from start to finish. Schultz didn't keep his course so well, but pulled Nelson along handsomely until he had to quit. The little Swede hung close behind his motor until he was convinced the machine was all in, and then struck out alone. Champion's time for the fifteen miles was 19 minutes 33 seconds.

A pursuit race in which the contestants were Greager, Lacourse, Voisard and Richard, was won by Richard, who covered three miles and five laps in 8:27 3-5. Morris won a one-mile amateur handicap in which Stanley, of Concord, was the only entry from out of town. The summaries:

Pursuit race—Won by Richard, three and five-eighths miles; time, 8:27 3-5.

One-mile handicap, amateur—Won by Movin; time, 2:21 1-5.

Fifteen-mile, motor paced—Won by Albert Champion from Joe Nelson; time, 19:33. Champion's time by miles: 1:19, 2:35, 3:53, 5:10, 6:27, 7:45, 9:03, 10:19, 11:37 2-5, 12:58, 14:17, 15:37, 16:54, 18:15, 19:33.

Church Parade and a Sermon.

A "cyclists' church parade" was the idea of an English clergyman, the Rev. Canon Holmes, vicar of Sonning Church, who had as a result more than three hundred bicyclists, including a number of women, in the congregation before which he preached a sermon from the text, "As for the wheels it was said, O wheel." (Ezekiel x, 13.)

The parade was held on a recent Sunday, and the preacher in his sermon dealt in a broad minded manner with the question of cycling on the only day upon which it is possible for the huge majority of metropolitan cyclists at least to get anything like an extended ride. He described the changed conditions brought about in the townsman's Sunday by the popularization of the bicycle. The wheel, he thought, had done two great things for England—it had affected the nation in two of its most important aspects: In its health and in its happiness. Pure, simple pleasure had come to thousands of souls in England owing to the bicycle. The wheel had taught the working people how to value the country and the country villages. It largely depended upon the cyclists of England what the future of the English Sunday was going to be.

In referring to the healthy aspect of the pastime Canon Holmes said that a chemist had told him that the sale of drugs, sleeping draughts, narcotics, etc., had been damaged to a very large extent by the growing cycling habits of the people. Now, if cycling has done nothing more than this, and, of course, it has done much more, he said, if cycling has but had the effect of reducing the volume of patent medicines which for years have been pouring down the national throat, then it has done a work the good effect of which is immeasurable.

Provides for Accidents.

An idea of the watchfulness and fostering care of the Touring Club of France may be obtained from its practice of establishing "Postes de secours" at points where accidents are most likely to occur. Visitors to the Paris cycle and automobile exhibitions in Paris have probably noted the little store of medical appliances and comforts which are held in reserve convenient to the bottom of some hill which has proved itself dangerous time and again to cyclists. Not only is the store bestowed carefully and conveniently, but its presence and location are made known to road users by a sign, so that those who are in need may be succored without delay.

Screw Drivers and Substitutes.

Notwithstanding the utility of the screw-driver, many cyclists have a rooted objection to carrying one. As a matter of fact, every cyclist should have one in his tool bag. When one is needed, and a proper one is not available, a very good substitute may often be made by placing a coin in the slot of the screw and turning the coin, which can easily be done by holding it in the jaws of an ordinary wrench. This, of course, is for large screws. For small ones there is nothing for it but to take one's knife.

How the Medals Were Presented.

At the regular semi-monthly meeting of the Century Road Club Association, held at their club house, 310 West Fifty-third street, New York City, on Wednesday evening, August 5, 1903, the Monroe Wheelmen presented the C. R. C. A. with a solid silver loving cup, which was won by C. R. C. A. on the Monroe half century on July 5, 1903. President Nagel, Vice-President Siegel and Captain Franklin were the delegation to present the cup from the Monroe Wheelmen. The cup was received by President R. A. Van Dyke for the C. R. C. A., both presidents making appropriate speeches. After the cup was received Captain Franklin presented the survivors with solid silver medals, presenting Captain Gull with his medal last. This presentation was made by Captain Franklin after the German custom—taking his own medal from his breast and placing it on the breast of his fellow captain. The ceremony was very interesting and was witnessed by nearly 400 of the C. R. C. A. members. It was the largest meeting of the association this year. The house was overcrowded and many sat on the front stoop, not being able to enter. After the meeting the board of directors held open house. A banner was placed over the president's chair, composed of two C. R. C. A. flags and two American flags, with the words, "Welcome! Welcome! Monroe Wheelmen." Each club pledged its support to the other. During the evening the Pellet team, captained by S. Mehrbach, which won the fifty mile relay race on July 19, were presented with solid gold medals. The team consisted of S. Mehrbach, P. Bitchette (who took the honors from Charles Mock on July 26 in the fifteen mile race home), C. Burnley, C. E. Burch and C. A. Sherwood. The team relay race is a new feature in cycle racing, being the first of its kind to be held. The association voted to hold its annual ball again this winter, and a committee of ten were appointed to make arrangements.

Elizabeth Stars Elect Officers.

Officers for the ensuing year were elected and installed at the annual meeting of the Star Wheelmen of Elizabeth, N. J., held July 29. They are: President, Louis Weislogle; vice-president, J. Meyerhulz; secretary, John Wendler; treasurer, C. J. Daly; sergeant-at-arms, J. Hebertahl; captain, George Neureiter; first lieutenant, Charles Groskinsky; second lieutenant, R. Kosch.

The organization is a strong one and occupies handsome quarters at 443 Ely avenue. A committee consisting of C. Daly, J. Moser and Louis Weislogle is in charge of arrangements for a celebration to be held next Sunday in the club rooms.

Lesna to be Operated on.

Lucius Lesna, the erstwhile long distance crack, who is at present an inmate of the Beaulieu Hospital, in Paris, will have to undergo an operation to the knee in about a fortnight's time. Another month or so will elapse before the doctors consider him fit to get up.

Wood vs. Steel Rims Again.

The case of the wood versus the steel rim is put in a nutshell by a correspondent of the Cyclist, who says:

"In your last issue is a paragraph in which you wonder if wood rims are really faster than metal. I contend, and I think that most racing men will agree with me, that they are undoubtedly faster for the following reasons:

"First—There is a saving in weight of about twelve ounces per rim.

"Second—Greater elasticity.

"Third—they are most suitable for the fastest and lightest tires made. The total saving in weight in a bicycle fitted with wood rims and road racing tires, as against metal fitted with the well known detachable tires, is between two and three pounds.

"It is a well known fact that the lighter the wheels the easier it is to propel the cycle, the heavy flywheel theory being long since exploded. An ounce saved in the wheels is worth a pound saved in the frame.

"The fact that the wooden rim is used almost exclusively by the racing men on both road and path proves that it is the faster. It has won its way to the front against great opposition on sheer merit alone, against the bias of most cycle makers, and it is now being ridden in ever increasing numbers.

"In conclusion, I say that a rider is handicapping himself at least one mile an hour by riding steel rims, and even then he runs the same risk of puncturing and being put out of the race."

Rust in the Gasolene Tank.

Rust or verdigris occasionally forms in the gasolene tank, and is an unsuspected cause of trouble. A washing with a weak solution of carbonate of soda, followed by clean water, is recommended before the tank is first filled with gasolene. The soda has the effect of neutralizing and dissolving any acid that might remain after the soldering. Ammonia should not be used to neutralize soldering acid in a tank, as it may form double salts, which are more or less insoluble.

Ages of the Foreign Cracks.

The nationalities and ages of some of the principal European racing men are given as follows: Ellegaard (Danish), 26 years; Rutt (German), 20 years; Jacquelin (French), 27 years; Grogna (Belgian), 23 years; Harrie Meyers (Dutch), 23 years; Bixio (Italian), 28 years; Van den Born (Belgian), 29 years; Schilling (Dutch), 27 years; Contenet (French), 28 years; Bouhours (French), 33 years; Dangla (French), 22 years; Goulgotz (Swiss), 28 years.

Gus Lawson and J. d. Newkirk will go to Salt Lake City in the fall to ride back of pace. At present Newkirk is making pace for Lawson on the Eastern tracks, but he is said to be as good in following the motor as upon one. While in Utah he will train for the six-day race in New York next winter.

There's no longer an excuse for the man who wants one, but who "can't afford a motor bicycle."

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How to Treat Twisted Belts.

The belt question in connection with motorcycles is a serious matter, and has been the cause of many disappointments to many riders. When a rawhide belt gets wet it is sure to stretch to such an extent that it is hardly possible to use it successfully at the time, and a few times wetting and stretching will cause it to lengthen to such an extent that the idler will fail to take up enough to make a snug fit over the pulley on the engine. For the trouble there is a sure cure, and one that can be repeated as often as may be necessary with but little expense or time.

Take a strip of rawhide about a quarter of an inch wide and weave it through the strands of the belt—under two and over one is usually the best. This can be run half or all the way round. The weaving in of this extra piece will shorten the belt to such an extent that if run all the way around the belt will have to be soaked in water and then put under great tension with rope and windlass or block and tackle, and left until dry in order to make it large enough to go over the pulleys.

When treated this way it is good for some months' use without further notice; then, as it becomes longer again, another small piece can be worked in for a short distance, say one-third of the way around, which immediately shortens and thickens the belt.

By treating a belt in this manner the writer has gotten two thousand miles of service out of it, and no sign of wear is apparent as yet, and it really looks as though it is good for another thousand miles or more. So don't throw away your belt when it has stretched beyond the reach of the idler and buy a new one, for it will do the same thing when used for awhile, but intertwine a new piece, as the longer wear of the new belt makes it more flexible, and in consequence it snugs up to the pulleys with less resistance.

W. N. W.

Proved Motorcycle's Utility.

V. Lewis of Adelaide, one of the motorcycle pioneers in that part of Australia, demonstrated the utility of motorcycles for rapid work during the Adelaide Cup meet in May last. He furnished machines and riders to convey the results of the races to the two newspaper offices, five and a half miles distant from the course. Six journeys were made each way, with an average time of fifteen minutes for the five and a half miles. The best time was twelve minutes. The roads were rough and dusty.

Riverhead Warns Motorcyclists.

Motorcyclists will have to be careful in running through the town of Riverhead, L. I., hereafter. Restrictions as to speed have been few until the present time, but it is now proposed to make all motorists comply with the strict letter of the Bailey law. Highway Commissioner Edwards has posted notices to "Slow down to eight miles—automobiles and motorcycles." If this notification proves ineffective other means will be taken to prevent overspeeding within the town limits.

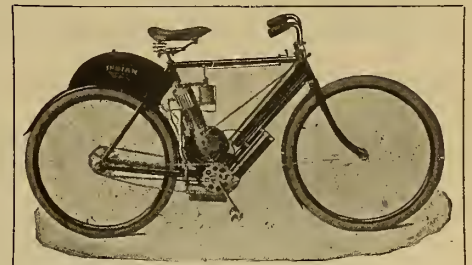
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SPRINGFIELD, MASS

How Cycles Helped in a Strike.

The prolongation of the Australian railway strike, noted in these columns some weeks ago, led to an extensive use of cycles in the distribution of newspapers. In Melbourne tandems with trailers attached behind were adopted for the purpose. One team of two crack riders have been taking 100 pounds weight of papers to Ararat daily, a distance of fifty-six miles. On one occasion a load of Evening Echoes was so heavy that it could not be put into a trailer. A handcart was procured, into which the load was packed. Then a tandem was harnessed in front, and a single bicycle to each side, and in this manner four riders hauled the heavy load twenty miles to a place called Clunes. A fresh team conveyed the load over the second stage of the journey. The roads, too, over which these feats were performed are by no means good.

Why Buffalo "Cops" are Unhappy.

There is disappointment among the bicycle policemen of Buffalo, N. Y., because the Police Commissioners have decided not to furnish the new bicycles which were expected this season. If what the policemen say of their mounts is true, this decision looks like false economy. They say they are afraid to take any chances with the bicycles furnished by the department, and some of the men have purchased bicycles of their own which they ride for safety.

Queer Question of Weights.

Nobody has ever attempted to explain how it is that weight stripped off a bicycle has a greater influence on a rider's labor than the same weight stripped off the rider's equipment. Yet it is so. And if you want to have a machine lively and responsive you should see to it that your wheels are as light as possible consistent with the work they have to do. And, further, a comparatively low frame handles lighter from the saddle than one in which the steering centres and top rail are carried as high as possible.

Engineers will tell you that the more the weight is concentrated on the rim of your wheels the greater the torque—to use a technical expression. And so when once started the heavier wheeled cycle should run easiest. But it doesn't, and principally because the human muscles are more sensitive to effort than is a motor or an engine. These contradictions crop out everywhere in comparing the bicycle and, say, the motor car. Without ball bearings, for instance, the cyclist's lot would be an arduous one, but the motor car builder has frequently discarded the ball bearing largely because he has not found its success in reducing bearing friction an appreciable quantity, while under the heavy shocks of motoring it has given trouble to which the heaviest and roughest cyclist is a stranger in these days.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York ***

Flare-up in Hackensack.

One of the matters acted upon at a special meeting of the Hackensack Wheelmen, of Hackensack, N. J., on July 29, was a proposition to increase the dues. It was not discussed at all, but subjected to a vote by ballot. The result was that fifty-one of the ninety-three members voting voted in favor of the proposition, and President Richards declared that it was adopted.

It was only then that the opposition unbottled its hot air. William H. Harrison, one of the oldest members, handed in his resignation, and others threatened to follow suit. Nevertheless, the majority were pleased with their victory.

After the meeting, however, the laugh eventually shifted, and the supposedly defeated members found themselves to be the victors, after all. The constitution and by-laws provide that any amendment thereto shall require for adoption the vote of two-thirds of the members present.

At the same meeting the club voted in favor of holding regular monthly meetings. The matter of building a club hall was laid on the table.

After Sidepath Tag Dodgers.

A vigorous enforcement of the sidepath law has been ordered in East Moriches, L. I., and Constable Welch has received orders from the Sidepath Commissioners to arrest all bicycle riders who are found riding without a license tag attached to the left fork of the bicycle.

Quite a number of bicyclists have been arrested, but in most cases sentence has been suspended and the delinquents have been told to purchase tags at once.

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is still riding

THE PIERCE

with which he won the title.

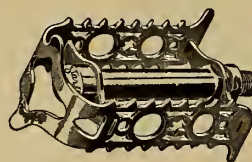
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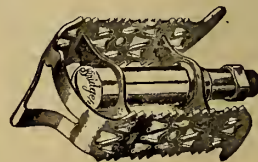
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The Week's Patents.

734,562. Valve Gear for Explosive Engines. William H. Jones, Cambridge, Mass. Filed November 3, 1902. Serial No. 129,843. (No model.)

Claim.—In a gas engine of the character described, a cylinder provided with a suitable exhaust port; an exhaust valve and stem in said cylinder; a lever pivotally mounted on the machine within the gear case, and comprising the substantially straight arm, and the arm provided with the curved face; a controlling lever pivotally supported by the machine and with its operating end engaging with the curved portion of said lever; and a lever intermediate with the straight arm and the valve stem, whereby motion is communicated from the straight arm of said lever to the valve stem, substantially as described.

734,634. Acetylene Gas Generator. Heinrich A. F. B. H. Tonnies, Groningen, Netherlands. Filed May 22, 1901. Serial No. 61,419. (No model.)

Claim.—An acetylene lamp comprising a generator, a conical reservoir above the same having its outlet in the apex, and means for controlling the flow of water from said reservoir to the generator; in combination with a gas chamber and an annular gas passage surrounding the reservoir and communicating with said gas chamber, substantially as and for the purpose specified.

734,662. Bicyclist's Strength Testing Machine. Robert W. Blaisdell, Beverly, Mass., assignor of one-half to Hezekiah O. Woodbury, Beverly, Mass. Filed Oct. 13, 1902. Serial No. 127,096. (No model.)

Claim.—In a bicyclist's strength testing machine, a seat, a pedal wheel, a pinion operated by said pedal wheel, a rack operated by said pinion, and means for retarding the movement of said rack.

734,914. Pneumatic Tire. Arthur H. Marks, Akron, Ohio, assignor to Diamond Rubber Company, Akron, Ohio, a corporation of West Virginia. Filed March 31, 1902. Serial No. 100,655. (No model.)

Claim.—In a detachable tire the combination of a rim having its edges bent substantially as shown, with a tire sheath having external beads near its edges for engagement beneath the overhanging edges of the rim, the inner walls of the edges of said sheath being inclined toward the rim, a locking strip having a groove in its inner face to accommodate the spoke fastening devices, the sides of said strip tapering toward the rim, and an inflatable core, substantially as and for the purpose specified.

735,015. Manufacture of Electric Igniters. Albert De Dion and Georges Bouton, Puteaux, France. Filed Sept. 10, 1902. Serial No. 122,862. (No model.)

Claim.—An electric igniter comprising a longitudinally bored core of insulating material, a bottom of conducting material, a metallic solder uniting the parts, and a conductor passing freely through the bore of the core and united to the bottom by the solder which joins said bottom to the core.

It has been said that the eye photographs impressions on the mind instantly. Pleasing impressions are always strongest and most lasting; therefore it is wise for the salesman to attain the strong combination of good dress and good manners, coupled with sincerity, which latter is indispensable to lasting success. A well groomed, courteous personality attracts, sincerity convinces. Cheerfulness is a valuable element in salesmanship; people like it—it appeals to them.

The Age of the Screw.

The screw is one of the most important subjects connected with mechanical engineering. It would be difficult to say how old it is, but probably it was invented by Archimedes, a Greek mathematician, about 212 B. C. It was not at first used for the purposes for which we use it to-day, but was a hollow helix, inside which water could circulate. By inclining it into a tank or reservoir and rotating it, the water was induced to flow up it and emerge at the other end. At what time the screw was first used as a mechanical power or as a fastening it would be indeed difficult to say. It has become so common an object to-day that very little thought is given it by the ordinary workman, though draughtsmen are probably very well conversant with its properties and peculiarities, often to their cost and annoyance.

"The Motor: What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

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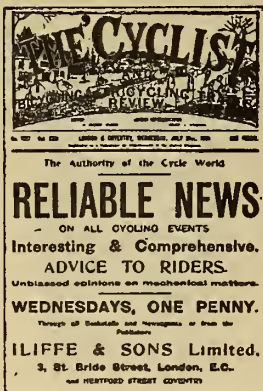
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| Due Albany | 4.10 P.M. | 7.35 " |
| " Syracuse | 7.55 " | 11.25 " |
| " Rochester | 9.45 " | 1.15 " |
| " Buffalo | 11.40 " | |
| " Toledo | 5.55 A.M. | |
| " Detroit | | 8.25 " |
| " Chicago | 11.50 " | 3.15 P.M. |

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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, August 15, 1903.

No. 20

AFTER GREEN & HOUK

British Coaster Hub Combine Seeks to Put Them Out of Business.

British patent lawyers, who have made such a good thing out of cycle litigation in the past, are promised more fat pickings. Coaster-brakes are now the bone of contention, and Combination Hubs, Ltd., Birmingham, England, has taken the offensive in the endeavor to drive rivals out of the field.

As a preliminary they have commenced proceedings against Green & Houk, Ltd., for alleged infringement of their patents on cycle hubs. Green & Houk formerly handled the Morrow coaster-brake in Great Britain, and during the last few months they have been marketing a device which they term the G. & H., and which is manufactured in this country. An injunction against them has been asked for by Combination Hubs, Ltd.

The latter concern is of recent formation. Back of it are Brown Bros., Albert Eadie and C. A. Hyde, who claim to have the master patents appertaining to coaster hubs generally, and who intend to protect their rights in every way possible. Already several English makers of coaster hubs have taken out licenses from the concern.

Maryland Court Takes Action.

An interlocutory decree signed by Judge Nathan Goff, similar to the one recently issued by the New Jersey court, was filed in the United States District Court at Baltimore, Md., on Saturday last, directing that the receivers of the American Cycle Mfg. Co. turn over to the company all its property rights, franchises, etc., and allow it to resume business again under its own officers and board of directors.

All of the debts of the concern have been paid, and it is stated that there is sufficient capital left with which they may resume business.

Burlin Buyer Here.

Maurice Talbot, of the house of Romain Talbot, Berlin, is due here on August 17. He is coming to close his contracts for next season.

A. B. C. Properties at Auction.

Three properties belonging to the American Bicycle Co. were sold at auction this week, one of them bringing a good price. This was the old factory of the Hartford Cycle Co. at Hartford, Conn., which sold for \$150,000; the Underwood Typewriter Co., which has occupied the plant for some time, being the purchaser.

The other properties were some lots adjoining the old Hartford plant, and the old Lozier plant at Thompsonville, Conn. The former were sold for \$10,000 and the latter for \$15,000, Colonel Geo. Pope being the purchaser in both cases.

Salt Lake Dealers Fail.

The Wilkes Cycle Co., Salt Lake City, Utah, is in the hands of a trustee. The liabilities are placed at \$4,500, with assets which are expected to equal this amount.

The indebtedness is mostly with Eastern firms, the principal home creditor being the Bank of Commerce, with \$1,400, which is secured by real estate.

Chains Will be Higher.

The Federal Mfg. Co. has withdrawn all quotations on Diamond chains, and is issuing a new schedule which advances prices generally. "The great increase in costs of labor and material incident to prosperity throughout the United States" is the cause assigned for the increase.

Sprockets and Hangers Advance.

Advances in 1904 material prices are being made all along the line. Parrish & Bingham's sprocket wheels and Fauber's crank hangers have been increased in price, the latter being marked up 25 per cent.

Australian Manager Arrives.

T. F. Byrne, manager of the Canada Cycle and Motor Co.'s Australian depot, is in this country, making purchases of sundries and accessories. He will probably visit London and Paris before returning home.

Dividend for Day Creditors.

To-day, August 15, the creditors of the Day Mfg. Co., Buffalo, N. Y., will be paid their first dividend. It will amount to 10 per cent of their claims.

SAGER SELLS OUT

Rochester Concern Retires From Business — Saddle Department goes to Troxel.

The Sager Gear Co., Rochester, N. Y., have decided to wind up their business. They have already disposed of the saddle end of it to the Troxel Mfg. Co., Elyria, Ohio, and negotiations are pending for the sale of the spring frame and chainless gear fittings departments.

For a number of years the Sager Co. has been well known in the trade. Sager saddles, Sager gears and Regas spring frames were its specialties, each covering an entirely different field. Of late, however, the first two articles have not been much heard of. The Regas spring frame, an invention of the versatile J. Harry Sager, was placed on the market about a couple of years ago, and has met with considerable favor.

Hartford Co. has a Picnic.

On Thursday of last week the Hartford Rubber Works Co. held its picnic, which was a complete success. E. H. Brandt, formerly manager of the company's New York branch, was present as the guest of honor, and was completely surprised by being presented with two cases of silverware as a testimonial of the regard and esteem in which he is held by his former co-workers. In a happy and well turned speech President L. D. Parker presented the testimonial, making a pronounced hit when he referred to Brandt as "the original office boy" of the Hartford company.

Louisville House Embarrassed

Sntcliffe & Co., the Louisville, Ky., mail order house, has been compelled to ask for an extension. The firm has dabbled in the bicycle business for several years on the usual mail order lines, and added its share to the discomfiture of the retail trade of the South.

Canadian Employee in Trouble.

G. S. Wheeler, an old and trusted employee of the Canada Cycle & Motor Co., Toronto, has been arrested, charged with systematically stealing coaster brakes from the company's factory and selling them to dealers.

BRITAIN'S BEST BUYERS

Detailed Figures Showing who Took her Exports—Australia Biggest Purchaser.

Reports of British cycle exports show the general result, but rarely give the detailed figures. The subjoined list is therefore extremely interesting, giving as it does the purchases of each foreign country and each British possession during the years 1899 to 1902, inclusive.

It will be seen that the latter take from 20 to 50 per cent more than foreign countries. The grand totals for 1902 exceed in value those of any years since 1898, the gain being proportionately greater in the posses-

sions than in foreign countries. Of the latter, British South Africa, apparently quite recovered from the effects of the Boer war, had a long lead in 1902, purchasing some \$1,200,000 worth of goods, while Australia was second, with nearly \$500,000. British India, with \$350,000, and New Zealand, with nearly \$300,000, were the other large buyers.

Of the foreign countries, France was, curiously enough, the best customer; she took nearly \$350,000 worth of goods in 1902. Other large buyers were Holland, with \$200,000; Belgium, with \$150,000, and Germany and Denmark, with \$100,000. It will be noticed that the United States figures in the list to the extent of nearly \$10,000 worth of goods.

The figures for the four years 1899 to 1902, are as follows:

| To— | 1899. | 1900. | 1901. | 1902. |
|---|-----------------|-----------------|-----------------|-----------------|
| Russia | £37,937 | £22,965 | £14,790 | £15,619 |
| Sweden | 11,286 | 5,495 | 6,619 | 7,117 |
| Norway | 3,466 | 1,377 | 1,102 | 442 |
| Denmark | 24,669 | 15,528 | 21,839 | 21,985 |
| Germany | 32,868 | 18,567 | 20,250 | 20,131 |
| Holland | 38,668 | 27,856 | 33,208 | 40,479 |
| Belgium | 26,728 | 18,622 | 25,094 | 31,085 |
| France | 67,613 | 62,296 | 57,730 | 68,857 |
| Portugal | 2,016 | 595 | 912 | — |
| Spain | 1,926 | 1,215 | 1,395 | 1,708 |
| Italy | 15,036 | 8,502 | 5,389 | 7,407 |
| Austria-Hungary | 3,041 | 476 | 345 | — |
| Greece | 1,237 | 1,425 | 1,026 | — |
| Turkey | 919 | 1,267 | 861 | — |
| Egypt | 2,589 | 2,540 | 1,598 | 2,403 |
| Foreign East Africa: Portuguese possessions | 1,477 | 980 | 2,398 | 4,103 |
| Java | 3,530 | 1,067 | 1,209 | 322 |
| Philippine Islands | 92 | 2,034 | — | — |
| China | 3,010 | 2,606 | 3,495 | 3,109 |
| Japan | 946 | 906 | 872 | — |
| United States of America | 5,664 | 5,473 | 1,787 | 1,970 |
| Mexico | 60 | 129 | 50 | — |
| Chili | — | 56 | 103 | — |
| Brazil | 2,180 | 787 | 420 | — |
| Uruguay | 463 | 1,092 | 520 | — |
| Argentine Republic | 3,618 | 2,588 | 340 | — |
| Other foreign countries | 3,513 | 3,284 | 182 | 7,478 |
| Total foreign countries | £299,652 | £209,728 | £203,484 | £234,215 |
| Channel Islands | £7,280 | £4,353 | £3,754 | £4,725 |
| Malta and Gozo | 1,007 | 515 | 623 | — |
| British West Indies | 861 | 748 | 661 | — |
| Cape of Good Hope | 57,377 | 42,069 | 81,019 | 177,384 |
| Natal | 20,891 | 10,516 | 24,286 | 62,602 |
| British East Africa | 1,532 | 456 | 386 | — |
| Mauritius and dependencies | 2,228 | 2,361 | 661 | 1,722 |
| British East Indies— | | | | |
| Bombay | 36,794 | 34,001 | 41,401 | 34,332 |
| Madras | 12,046 | 9,072 | 7,619 | 11,537 |
| Bengal | 17,600 | 13,837 | 11,735 | 15,420 |
| British Burmah | 8,630 | 5,756 | 5,525 | 5,887 |
| Straits Settlements | 10,462 | 6,032 | 7,998 | 6,006 |
| Ceylon | 4,762 | 3,676 | 4,949 | 4,753 |
| Hong Kong | 1,810 | 1,425 | 758 | 1,012 |
| Australia— | | | | |
| West Australia | 15,592 | 17,201 | 14,290 | 12,536 |
| South Australia | 11,364 | 12,538 | 8,184 | 6,574 |
| Victoria | 85,556 | 81,592 | 77,456 | 42,916 |
| New South Wales | 13,415 | 21,655 | 20,886 | 25,180 |
| Queensland | 3,949 | 5,597 | 5,900 | 5,212 |
| Tasmania | 2,067 | 821 | 1,067 | 1,143 |
| New Zealand | 38,173 | 41,408 | 50,788 | 58,591 |
| Canada | 3,603 | 1,512 | 1,400 | 439 |
| British West India Islands | 1,160 | 889 | 1,016 | 2,022 |
| British Guiana | 3,622 | 2,119 | 1,028 | 1,052 |
| Other British possessions | 675 | 713 | 538 | 2,777 |
| Total to British possessions | £362,456 | £320,862 | £373,928 | £483,822 |
| Total | £662,108 | £530,590 | £577,412 | £718,037 |

GERMANS HAD BAD YEAR

Heavy Losses Result From Selling Cheap Goods—Best Machines Sold Slowly.

The cycle and motor trade report of the Chamber of Commerce, at Frankfurt-on-Maine, may be taken as generally applicable to the whole of Germany. The business of cycle production started well in the spring of 1902, and proved that a decrease in the sale and employment of cycles was not to be expected, but the month of May brought bad weather, and the change in climatic conditions is the only cause for the small reduction the business shows when compared with previous periods. The prices had declined at the beginning of the season, but further concessions were not considered necessary. A great demand for cheap bicycles was noticeable, and the manufacturers could not supply with sufficient rapidity. For the better class of makes a market could be found only with difficulty and at a very small profit. The business in bells, lamps and many other parts was very brisk, but the demand had no refreshing influence, as prices ruled too low.

The Nuremberg cycle industry has also had a bad year. From the annual report of the Nuremberg Chamber of Commerce for 1902 it would appear that the cycle works in that city and vicinity have, in spite of the great activity experienced during the year, shown very bad results. The best of the German companies settled there pay a dividend of 4 per cent only, while four companies show losses of from 34 to 40 per cent. A loss of such magnitude on one year's trading is significant. They persisted in procuring orders, no matter what prices were obtained for their goods, and so long as all hands were occupied they were satisfied, not contemplating that such business procedure completely disorganized the whole of their trade, doing injury to others, while certainly not benefitting themselves, as their respective balance sheets conclusively prove.

The Retail Record.

Point Pleasant, N. J.—Frank Chamberlain; fire.

Carthage, Mo.—William Sloan; new repair shop.

Alton, N. H.—James Kendall; new repair shop.

Campello, Mass.—C. R. Anderson; discontinued.

Oronogo, Mo.—William Sloan; removed to Carthage.

Castleton, Vt.—Warren Allen; business closed out.

Knoxville, Tenn.—C. B. Carter Co.; will discontinue bicycles.

Los Angeles, Cal.—Hawley, King & Co.; discontinued bicycles.

New York—Edw. A. Davis, 2723 Broadway; going out of business.

Everett, Mass.—E. D. Soulis; removed to 400 Broadway and 129 School street.

FIRST COURT DECISION

New York Justices Say Motorcycles Come Under The Bailey Law but Licensing Is Illegal—What Teza Suffered.

For the first time by an American court it was last week decided that a motor bicycle does class with the automobile in that it is a motor vehicle, and that it was so intended to be classed by the legislature of New York State when the Bailey law was passed. This is exactly contrary to what the English court has decided. There is hope yet for motorcyclists, however, in the fact that the decision was not rendered by a high court, and it was handed down in a case that was not very brilliantly contested.

The decision was made last Friday by the Court of Special Sessions, First Division, of the City of New York, in the case of Julian Teza. He is the French newspaper writer who has had a series of unfortunate experiences since arriving in this country. He was previously arrested for violating the speed law and kept in a cell overnight, but his experience when arrested for not having a license was particularly bitter. Not speaking the English language fluently and having few friends upon whom to call, he spent three nights and two days in a cell for what proved afterward to be no offence. After being locked up for three nights and two days, awaiting a hearing, he was then paroled and his case was finally dismissed by a formal writ from the court, handed down at the same time that the court uttered its decision that the law requiring licenses for motor vehicles is unconstitutional.

The full text of the decision in the Teza case, rendered by Justices Olmsted, Wyatt and Mayer, is as follows:

"The defendant herein is charged with having on July 8, 1903, on a public highway in this county, operated a motor vehicle, i. e., a motorcycle, without having 'a license as required by law.'

"Defendant demurs to the sufficiency of the information on the statutory grounds, and devotes himself in the memorandum submitted in support of the demurrer to a contention that a motorcycle is not a 'motor vehicle' within the meaning of the statute invoked in the prosecution of this case.

"The criticisms of counsel by which he seeks to establish his contention are well founded in so far as they attack this act for its lacking conciseness or preciseness.

"There can be no doubt of this evident intent of the legislature in its enactment to regulate the use of the highways of the State by all vehicles 'propelled by steam, gasoline, electricity or other source of energy.'

"This legislative intent is manifested throughout the act.

"The designation 'motorcycle' has a well defined meaning. It is now exclusively applied to a vehicle of bicycle construction fitted with some motor to propel it, which

motor may be operated by 'steam, gasoline, electricity or other source of energy.'

"Whether the motorcycle in this case, at the time of its use by the defendant upon the highway, as charged in this information, was or was not propelled by any source of energy such as is referred to in the statute is a matter of defence. It was not necessary for the people to plead that such a source of energy was employed or to negatively plead that another source of energy was not employed.

"Defendant's motorcycle was a motor vehicle, which comes within the provision of the law requiring registration and the other prerequisites to its use upon the highway.

"Irrespective of the constitutional questions which are involved, and which are discussed in the opinion in the McWilliams case, handed down herewith, and which are applicable to this case, the information herein is defective for its failing to plead negatively the exceptions contained in Section 166 of the Highway law. Those exceptions are read into the enacting clause of the third clause of Section 169, under which this prosecution is had. That clause provides that 'A person who shall operate or run any . . . motor vehicle upon any highway . . . without a certificate first had and obtained as herein provided . . . shall be deemed guilty of a misdemeanor.'

"The words 'as herein provided' of necessity make all the provisions of Chapter 625 of the Laws of 1903, which relate to registration of motor vehicles and the issuance of certificates therefor a part of the enacting clause of the particular provision which creates this misdemeanor.

"Section 166 of the Highway law, which is part of Chapter 625 of the Laws of 1903, excepts three classes of people from the necessity of registration and the procurement of certificates for automobiles or motor vehicles.

"It is a well settled rule that exceptions in the enacting clause of a criminal statute must be negated in an information or indictment. The exceptions referred to are not negatively pleaded in the information in this case, and for this reason the demurrer must be allowed, and the defendant discharged."

It will be noticed that, while the court states explicitly that the decision in the McWilliams case is applicable to Teza's case, the complaint is dismissed, not for that reason, but on the technicality that the complaint was defective in not negating the exceptions, or, in other words, declaring that Teza was not a manufacturer or dealer, and therefore not excepted from the licensing provision. The decision in the case of McWilliams, who was arrested for not having a license number on an automobile, was to the effect that the law requiring licenses is unconstitutional. McWilliams was discharged on this ground, and it would seem to have been easy to base the discharge of Teza on the same ground, but this was not done.

The argument made by the defence in support of the contention that the motor bicycle

is not a motor vehicle within the meaning of the statute does not appear to have been a very strong one. It was contended that it was not a motor vehicle because it had pedals and could be driven by muscular power. The court ruled that as it was a vehicle "propelled by steam, gasoline or other source of energy" it was a motor vehicle within the meaning of the law. The decision says that "this legislative intent is manifested throughout." It has been generally agreed by the automobilists and the lawyers who drew the Bailey bill that no one had any thought of the motor bicycle when the bill was drafted, and that no one in the legislature seemed to have had thought of it. Their intent, it has been repeatedly said, was solely to make a law regulating the use of the big and speedy automobiles—the four-wheelers only, and the big ones in particular, because it was recognized by all that the little ones were not serious offenders. This intent of the legislature to make a law for large four-wheeled motor vehicles is plainly manifested throughout, and by nothing is it made more plain than by the requirement in the law for all motor vehicles to carry two lamps in front and one behind, which is unnecessary and unreasonable in the case of a motor bicycle.

Centurions Balked by Rain.

Heavy rains early on Sunday morning seriously interfered with the double century run on Long Island roads planned for that day and the preceding day by the Evening World, and placed under the management of the Century Road Club of America.

The events scheduled for Saturday were run off on time. Three divisions, numbering somewhat less than two hundred in all, started in the morning, and a fourth, containing about sixty, at 2:30 in the afternoon. The route was the well known C. R. C. of A. century course, starting from Bedford Rest, and was in good condition. No accidents of moment occurred, and the morning starters began to arrive at the Rest at shortly after 5 p. m. The afternoon division got in at about midnight.

The big run was to have taken place on Sunday. Rain began to fall before daylight, however, and continued until nearly 10 o'clock. The cheerless prospect daunted many of the prospective starters; but shortly before 6 o'clock there was a slight let up in the downpour, and it was decided to start. The men were therefore sent away on their wet and muddy journey, under the guidance of Pacemaker Dyer. In spite of heavy going, it is claimed that 90 per cent of the starters finished.

The motorcycle division was a pronounced "frost." On Saturday W. R. Pitman was the lone starter, while Sunday's contingent numbered just five Indian riders.

Ellegaard Succumbs to Taylor.

That "Major" Taylor has now reached top form was proved beyond doubt on July 28 in Antwerp, when he defeated his old rival, Ellegaard, in two straight heats. Despite indifferent weather, fully six thousand people witnessed this exciting race.

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NEW YORK, AUGUST 15, 1903.

The Right Spirit.

Plentiful assurances of support that have reached the promoting clubs make it practically certain that the projected national organization of motorcyclists will be inaugurated with an encouraging membership roll.

It is hoped, however, that the interested motorcyclists will realize that attendance at the Brooklyn meeting on September 7 will prove of great influence and effect; it is the out-of-town riders who will give it the truly national aspect that is desired and required. As the date falls on a holiday—Labor Day—and as there is a programme of rare sport arranged for the afternoon, there is every inducement to attract riders from the adjacent States at least. The following letter from George H. Perry, of New Haven, breathes the proper spirit:

"Am delighted to find that some one has taken the initiative in inaugurating the movement. We of Connecticut are fortunate in living under a set of laws drawn with more intelligence and construed with more liberality than those so justly complained of, and

we find the difference when we come to New York. But we may be counted on to support any well directed movement for the general interest. I shall be glad to attend the meeting, and will bring others interested with me."

Every man who reads and appreciates what Julian Teza, the Paris motorcyclist, suffered in New York—three nights and two days in jail, merely for failure to display, convict-like, a State label on the rear of his machine—should have his interest and sympathies quickened, and, wherever he may be located, make some sacrifice to attend the Brooklyn meeting and bring others with him.

A Study of Methods.

Methods, whether of buyers or sellers, make a great difference in the outcome of a deal. Even a poor salesman can sell a customer an article that he has decided to buy and for which he has come to the store. But it takes a good salesman to sell a better article by convincing the customer that it is to his advantage to take it instead of his first choice.

In a conversation with a prominent English salesman we were told of the rather unusual methods adopted by most English cycle buyers. Upon entering a store, he said, they asked first to be shown some cheap machines—meaning thereby \$30 or \$35 ones. After an examination of these they would inquire for something better, upon which the salesman would take them to one of the 10 guinea (\$50) kind. Inquiry would then be made as to whether this machine could be purchased on the time system; and upon a reply being received in the affirmative, further questions would be asked, with the result that the better machine would be selected.

This attitude is in great contrast to the one formerly taken by the bulk of buyers here, and still adhered to by an enormous number. So taken up were they with the cheapness of the machines shown them that a decision would frequently be made in their favor; and most salesmen, either because they saw the futility of attempting to convert the devotee of cheapness, or on account of a lack of perception, acquiesced in this decision and sold the cheap machine without making any real effort to have a better one substituted for it.

This line of action was, perhaps, natural, and in a large number of cases the only one likely to be crowned with success. But it was, none the less, regrettable and to be deplored. It undoubtedly did something to

"push along" the cheap bicycle; and one consequence of the long reign of the latter was to bring down the price of nearly all bicycles to something approaching a common level.

Fortunately the worst is over. The downward tendency reached its culmination a year or two ago, and there has been a steady improvement since. Cheap wheels still abound. There probably always will be plenty of them, and we may even go so far as to say that it would be a misfortune for them to be taken off the market, so great is the number of buyers who cannot afford or will not buy anything else. But people are undoubtedly buying better bicycles each year. The cheap machines are not so cheap, the medium grades are more numerous, there are more purchasers of the very best. In short, quality is once more beginning to play a part in the matter, and makers are now seeing that they are justified in improving their machines, even if the process does cost money.

Work to be Done.

It is deeply regrettable that a foreigner should have, under American laws, such an experience as that through which Julian Teza, the Frenchman, has passed. It is calculated to impress the Gallic mind with the opinion that the freedom of the Russian serfs is preferable to that enjoyed by citizens of the United States.

It was far from Teza's intention to make a test case in order to ascertain whether or not a motorcycle comes under the provisions of the Bailey law, but that is what was done by the lawyer he employed as soon as he got out of jail. The lawyer filed a demurrer contending that the motor bicycle was not a motor vehicle within the meaning of the statute, because it could be pedalled. The court ruled against this contention, and declared that it was plainly the intent of the legislature to make a law to apply to vehicles of all sorts provided with motors.

This is interesting as being the first utterance of a court on the subject, but it is by no means sufficient. A weak argument was presented to the court, and from the decision itself it is evident that the merits of the case as to the intent of the legislature were not gone into very fully. As the court that rendered the decision is a petty tribunal, having jurisdiction only in New York City, the question will stand reviewing in a higher court; only a new case must be made, as that of Teza has been dismissed.

It is one of the tasks awaiting the proposed national league of motorcyclists to carry this question to the Appellate Court and, if necessary, the Court of Appeals. It is known positively that when the automobile laws of New York and New Jersey were drafted there was no thought given to the motor bicycle. There is evidence in the laws themselves that this is so, for the burden imposed is unreasonable. Law is interpreted by the courts, so far as possible, in accordance with the intent of its makers. The Bailey law in New York State and the New Jersey law should be insistently attacked by motorcyclists on the ground that it was not the intent of the legislators to include motor bicycles, as is shown by the requirement of the law for the "motor vehicles" it deals with to carry two lamps in front and one behind. The difference in the size and weight between an automobile and a motor bicycle, and the anomaly of making the same rule for all, is what stress should be laid upon; and if the court does not decide that it was not intended to be included, then the validity of the law should be attacked on constitutional grounds.

The fact that no organization did give a thought to motor bicyclists when the automobile laws were drawn is sufficient declaration of the need of national organization by them to protect themselves. The question of when the motorcycle is a bicycle and when it is a motor vehicle is a vital one, and very pertinent at this time. It is not alone in regard to its standing under the Bailey law that the place of the motor bicycle has to be fixed, but in several respects. The law of New York State requires all railroads to carry bicycles as baggage, but the railroads refuse motor bicycles. The New York law requires the police to accept bicycles in lieu of bail, but they refuse to accept motor bicycles.

By the time the whole matter is sifted down it probably will be decided that the motor bicycle is just what its name declares it to be. It truly ranks as a motor vehicle, and again as a bicycle. It is both. Because it has a motor, however, it should not forfeit its privileges as a bicycle; and this is the fight that the new league has on its hands. The addition of a baby carrier to a bicycle does not make it a baby carriage, and the addition of a motor does not make it an automobile. Once a bicycle always a bicycle! That is the principle and the standard.

In the end it probably will be found that special legislation will be necessary in order to do justice to this "new man carrier."

RARE SPORT PROMISED

Two Day's Contest Scheduled in Connection With Motorcyclists' Meeting.

What is easily the most attractive programme of motorcycle sport yet proposed has been arranged to occur in connection with the meeting in Brooklyn on Labor Day, September 7, called by the New York and Alpha Motor Cycle Clubs to effect a national organization.

The programme will cover two afternoons and the races be run on the Manhattan Beach track. On Saturday, September 5, the card calls for a four hours' race for motor bicycles not exceeding 5 horsepower, and two professional bicycle championships. In the four hours' race nine prizes in all will be awarded—five to the first five men in the order of finish and one each to the leaders at the end of each hour, and an additional one to the rider making the fewest stops. It will be the first long distance race for motor bicycles run on the track in this country, and as the use of "freak" or abnormally powered machines will not be permitted, it should result in the establishment of a table of records that will stand for something.

On Monday, September 7, the programme includes five events for motor bicycles, viz.: One pint gasoline consumption test—the rider covering the greatest distance with that quantity of fluid to be the winner; one lap skill competition; three man pursuit race, Australian style; five mile handicap and one mile novice. The same restriction as to horsepower will also apply, and should serve to prevent "runaways" and furnish some close and interesting racing. On the same day the amateur and professional bicycle champions, Hurley and either Kramer or Lawson, will meet to decide the championship of America; and if the Century Road Club of America does not show the white feather there will be a five-mile five-man team race between that organization and its bitter rival, the Century Road Club Association. The latter has expressed its willingness to compete in such an event, and unless the "Americas" accept the defi they will be placed in an unenviable position.

With such sport, and such a variety of it, in prospect it should be worth going miles to see and result in a bumper gate at Manhattan Beach on both afternoons.

Stinson Wins Despite Accidents.

Will Stinson, of Boston, is as plucky as he is unlucky. He was a competitor with Harry Caldwell, of Manchester, and Bennie Munroe, of Memphis, in a three cornered motor paced race at the Velodrome, in Hartford, Conn., on Thursday night. He got a bad fall, just as he did the last time he rode in Hartford. All the same, he was able to win a heat against Munroe, who figured only as

third man when the contest was decided, Caldwell being winner of the race.

Leander and De Guichard were to have been the contestants with Caldwell, but Leander's recent accident and De Guichard's illness made it necessary to find substitutes.

Manager Sturkle and Matchmaker Elmer were in Boston last Tuesday looking for opportunity to arrange matches. They met "Bennie" Munroe in the Langham Hotel.

"I'd like to ride your man, Bones," said Munroe, referring to Harry Caldwell.

"Well, you didn't do so much at Hartford once; you quit us," Elmer retorted.

"You just fix me for a race there," Munroe replied, "and if I don't beat Caldwell I don't want a cent of the money."

"Thursday night, against Caldwell and Stinson, under the terms you name—if you don't win first place, not a nickel of money," said Elmer. Munroe accepted the conditions on the spot.

Caldwell and Stinson were matched for the first heat. Stinson had a white handkerchief over his brow to cover his latest wound, and looked like an invalid. The men had gone but two laps when Stinson lost his pace through the pedal striking the track. A fresh start was made, and Stinson's tire came off in the homestretch, with the result that he went down hard, and was stretched out like a log when the officials got to him. Caldwell rode a little over two miles, doing the first in 1:24 and the second in 1:22 2-5.

Meanwhile Stinson's trainers fixed him up with court plaster on his shoulder, which was cut, bandages around his hands, and unguent on his legs, which were bruised. He was a sight when he appeared for his heat with Munroe, but his courage won him a cheer. He beat Munroe by about three-fourths of a lap. His time was 1:34 4-5, 3:04, 4:32 3-5, 6:00 3-5, 7:28 2-5. Munroe's time was 1:34, 3:03, 4:35, 6:04, 7:34 3-5.

In the next heat Caldwell had an easy time with Stinson, who wanted to make the distance two miles, but Caldwell would not agree. Caldwell won by half a mile, his time being 1:29 2-5, 2:57, 4:24 2-5, 5:49, 7:22. Stinson, who had begun to feel the ill effects of his fall, did not ride the full five miles.

The other event was a two mile amateur handicap, won easily by Marcus Hurley in 4:15 2-5. Fred Ernst, of Rochester (30 yards), was second, and C. L. Hollister, of Springfield (30 yards), was third.

Irish Inventor's New Cycle.

J. B. Dunlop is at work on a new bicycle. While he says he expects it to make a sensation, owing to its peculiar constructional features, he frankly admits that he does not believe it will be a commercial success. The veteran inventor of the pneumatic tire—which, by the way, was one of the greatest of modern commercial successes—has given the world more good things in his time. But they have never been taken up and pushed. His self-adjusting hubs, for example, were expensive and somewhat complicated, and no one ever hears of them.

KRAMER DOWNS LAWSON

Gets Revenge at Manhattan Beach for Previous Defeat—Dorlon Wins Again.

See-saw is now the game with Kramer and Lawson in the race for professional gold and glory. On Saturday last at the Manhattan Beach track the former, although complaining of not feeling quite up to concert pitch, easily outrode his conqueror of the week before, and captured the one-third-mile handicap hands down. What bearing the absence from the final of the foxy McFarland had cannot be known. But with him eliminated the problem was an easy one for Kramer to solve.

The lanky Californian was shut out of the final, and as a result the lineup showed Kramer and Fenn and Lawson and John Bedell as contestants. The first named pair announced that they would team, while Lawson and Bedell each gauged his own gait. Profiting by experience, Kramer let Fenn pilot him into the head of the stretch, and there he cut loose and finished good and strong, almost a length in the lead. Lawson was second, and Fenn, who took things easy after launching Kramer in front, was third.

The five-mile professional race was devoid of sensational features, but furnished the finest kind of a finish. The back mark men soon closed the gap separating them from the limit men, and, beyond some half-hearted attempts to steal away, the miles were reeled off in a featureless manner. At the bell lap, however, the manœuvring for position began. Fenn, who was regarded as a strong probability in this race, died away and took no part in the sprint. Lawson, Kramer and MacFarland drew away from the ruck slightly and began a fierce and determined struggle for the tape, finishing in that order with but a few inches between them. Floyd Krebs was seized with one of his rare winning streaks, and followed the stars home, getting fourth money.

For the \$2 lap prizes King made a determined and, as it proved, successful bid, crossing the tape in the lead six times.

With Billington shut out in his heat, and Glasson not riding in his usual form, Hurley had plain sailing in the mile open amateur race. The distance was apparently too short for Dorlon, and Joe Fogler was the only man able to push Hurley, and that very gently. The result was that Hurley crossed the tape nearly a length in the lead, after an easy finish, with Fogler second and Schlee, of Newark, third.

The ten mile handicap had a different ending, however. Starting with the generous handicap of 320 yards, Dorlon quickly worked his way to the front and stayed there until the end. He treated the spectators to a fine exhibition of heady riding. None of the long markers were able to render him any material assistance in pacing,

so Dorlon cut loose and went it alone. Riding well within himself, he successfully resisted all efforts of the back markers to close with him; indeed, he even increased his lead somewhat, to the delight of the crowd, which cheered him lustily as he crossed the tape at the finish, a winner by a big margin.

Of the four scratch men—Hurley, Billington, Glasson and Elias Sindle—the first-named was the only one able to have a look in at the finish. Sindle, the sterling road rider who has been doing such good work of late, was a post entrant, and the handicapper honored him by placing him on scratch. Sindle responded by cutting loose on the first lap, getting a lead of 100 feet or so on the scratch men—and then, his bolt shot, fell ingloriously back to the bunch of long mark men who led in the race at that point. At a little more than half distance all the long markers except Dorlon had been overhauled, and when the sprint came Hurley had no trouble in leading the bunch home, Schlee and Quille following, these three men, therefore, getting second, third and fourth places, respectively.

The summary:

One-third mile for novices (scratch)—Final heat won by B. A. Walsh, Riverdale, with P. Person, Brooklyn, second, and N. Lindblad, Brooklyn, third. Time, 45s.

One mile for amateurs (scratch)—Won by Marcus L. Hurley, New York Athletic Club, with J. Fogler, National Athletic Club, second, and Charles Schlee, Newark, third. Time, 2:34 4-5.

Ten-mile race for amateurs (handicap)—Won by Alver Dorlon, Brooklyn (320 yards), with Marcus L. Hurley, New York Athletic Club (scratch), second, and Charles Schlee (80 yards), third. Time, 23:11.

One-third mile National Championship race for professionals—Won by Frank Kramer, East Orange, with Iver Lawson, Salt Lake City, second, and W. S. Fenn third. Time, 48 3-5s.

Five-mile race for professionals (handicap)—Won by Iver Lawson, Salt Lake City (scratch), with Frank Kramer, East Orange (scratch), second, and Floyd MacFarland, San Jose, Cal. (scratch), third. Time, 23:11.

New Track for Atlanta.

The report that John Shillington Prince will build a Coliseum at Atlanta, Ga., is confirmed. He has secured options on two desirable locations, and will arrive in Atlanta on August 20 to begin active work on a new bicycle track and amphitheatre to replace the old Piedmont Park Coliseum.

Taylor Wins Criterium.

The International Criterium race was contested at Paris on August 6 and was won by "Major" Taylor after a fine struggle. Grogna got second place, with Meyer and Ellegaard third and fourth respectively.

The newly formed Columbus (Ohio) Motor Cycle Club has inaugurated a series of weekly runs. Nearby points will be visited on Saturdays.

LAWSON IN A POCKET

The Salt Lake City Crack has a Disappointing Day at Hillside.

Frank Kramer won two races on the Hillside bicycle track at Belleville, N. J., on Sunday afternoon, and one of them was very much at the expense of Iver Lawson, who was shut out in the semi-finals of the Championship Special.

Lawson had qualified in the trial, and was lined up with Kramer, Krebs and Bardgett in the first heat of the semi-finals. The first lap was made warily by all four, but on the turn into the backstretch in the second lap Bardgett shot into the lead and Lawson was at the end of the procession, going easily. As the men turned into the homestretch Lawson found himself pocketed, but found an opening after a little manœuvring, too late, however, to make his fine spurt effectual. Third place was all he could secure. He protested that Kramer and Krebs had teamed it, and thus formed the pocket, but the referee and judges agreed that Kramer had won fairly.

Fenn and MacFarland qualified for the final, and then it was announced that Kramer and Fenn would team it. Kramer finished first, Fenn second, Krebs third and MacFarland fourth.

The Newarker had a hard race after the limit men in the two-mile professional handicap, and it was not until the second lap of the last mile that with Lawson, MacFarland and Fenn, he began to cut down the lead of the fugitives. Lawson dropped out after crossing the line in the bell lap. Just before reaching the tape Kramer got to the front and finished first, followed by Bardgett, Krebs and MacFarland in the order named.

In the ten-mile amateur handicap, won by Joe Folger, Oliver Dorlon, the little rider from Manhattan Beach, who has come so well to the front this season, led the field for nine miles, but failed to get a place in the finish. Elias Sindle got a bad fall after crossing the line in third place. He was somewhat bruised, but not seriously injured. Teddy Billington was winner in the half-mile amateur, and Otto Krechner in the one-third mile novice. The summaries:

One-third mile novice—Won by Otto Kretchner, Newark; H. Ringler, Newark, second; Gus Anderson, New York, third. Time, 0:48 1-5.

Championship Special—Two-third mile professional—Won by Frank Kramer, Newark; W. S. Fenn, Waterbury, Conn., second; Floyd Krebs, Newark, third; Floyd MacFarland, San Jose, Cal., fourth. Time, 1:53.

Jersey Open—One-half mile amateur—Won by Teddy Billington, Vailsburgh; Joe Fogler, New York, second; D. J. Quille, Bayonne, third; J. Hadrigan, Brooklyn, fourth. Time, 1:04 2-5.

Glasson Handicap—Ten-mile amateur—Won by Joe Fogler, New York, scratch; D. J. Quille, Bayonne, scratch, second; Elias Sindle, Dundee Lake, 80 yards, third; A. C. Spain, Bloomfield, 480 yards, fourth; Oliver M. Dorlon, Manhattan Beach, winner of lap prize. Time, 24:52.

All-Gold Handicap—Two-mile professional (prizes, \$50, \$25, \$15, \$10)—Won by Frank Kramer, East Orange, scratch; Walter Bardgett, Buffalo, 90 yards, second; Floyd Krebs, Newark, 60 yards, third; Floyd MacFarland, San Jose, Cal., fourth. Time, 4:22 4-5.

HILLSIDE TRACK WINS

**Vice-Chancellor Stevens Denies Injunction
—Says Pistol is the Only Nuisance.**

The attempt to stop Sunday bicycle racing at the Hillside track, Belleville, N. J., has failed. At Newark on Thursday, on the return of the rule directing the officers and directors of the Hillside bicycle track corporation to show cause why a permanent injunction should not be issued restraining the defendants from giving Sunday bicycle races on their track, Halsey M. Barrett, counsel representing Michael J. Doyle, president of the corporation, appeared before Vice-Chancellor Stevens and presented answering affidavits.

The affidavits attacked the good faith of the complainant, Guy MacConnell, of Belleville, who had charged that the Sunday races drew a noisy and boisterous crowd to the track, and that its maintenance for such uses was a menace to public health. The complainant was represented by Edwin G. Adams.

Vice-Chancellor Stevens dismissed the application for an injunction, with the proviso that a pistol be not hereafter used by the starter at the Sunday races. He said the firing of the pistol was the only nuisance he could see that existed.

Team Race at Charles River.

Harry Caldwell and James F. Moran against "Bobby" Walthour and "Joe" Nelson made a rather uninteresting motor paced team race of one hour at Charles River Park, Boston, on Tuesday night. Neither Walthour nor Nelson was at his best. Nelson was clearly out of form, and frequently lost his pace. Caldwell and Moran both rode well.

The teams started from opposite sides of the track, Caldwell and Moran passing their opponents in the first three miles. Caldwell finished in the lead with a record for the hour of 48 miles 1,533 yards. Moran made 47 miles 300 yards; Walthour, 42 miles 1,400 yards, and Nelson, 40 miles 330 yards.

There were also a ten mile open and a ten mile motor paced race, the latter for the amateur championship. The summaries:

One-hour motor paced team race—Won by Harry Caldwell (48 miles 1,533 yards) and James F. Moran (47 miles 300 yards), defeating Bobby Walthour (42 miles 1,400 yards) and Joe Nelson (40 miles 330 yards).

Ten-mile open, amateur—Won by C. L. Kimball. Time, 24:46 3-5.

Ten-mile motor paced, for amateur championship—Won by M. T. Dove, New York, defeating Sulkins. Time, 14:57 3-5.

Moran Breaks Records.

There was an emphatic breaking of the world's record for two consecutive hours of riding when Jimmy Moran, of Chelsea, Mass., at Revere Beach last Saturday night

covered seventy-seven miles and some extra yards, while Bobby Walthour, of Atlanta, came second with seventy-six miles and a few yards over, and Hugh MacLean, of Chelsea, who reached the former record mark of seventy-two miles, was only third in the race.

Walthour looked like a winner for a considerable portion of the race, leading Moran until the latter passed him in the beginning of the last half hour. Moran held on to his lead from that point on to the end.

George Leander started in the race, following the motor which Nat Butler was following in practice on Friday night when he was thrown and hurt. Leander was in the lead, and had gone about five miles. His front wheel rubbed tires with the motor, and he took a turn in the air, falling on the high bank. Fortunately he did not roll down into the path of the motors that were following close behind, and escaped with a fractured collar bone.

Oaklands Win Relay Race.

What was virtually the championship of California was decided at Agricultural Park, Sacramento, on August 2, and as a result the Oakland Wheelmen bore off the honors. The contest took the form of a fifty mile relay race, the Oakland Wheelmen, of Oakland, and the Capital City Wheelmen, of Sacramento, each entering teams of ten men, who rode five miles each.

The Capital City men were clearly over-matched. Their rivals took the lead at the start and increased it to a full mile at the beginning of the tenth relay. Here, for some unaccountable reason, the visitors forgot to send their man off at the beginning of the tenth relay until apprised of the fact, and by so doing they lost nearly half a mile.

The winning team was made up as follows: S. Hancock, Roberts, E. Hearther, Hurat, Bergot, Williamson, Holden, Hancock, G. Hearther and Smith. That of the Capital City Wheelmen was composed of Suber, Wing, Colclough, Koegel, Noyes, Flint, Sinkafoose, Byron, Franklin and H. Venter. The winner's total time was 2 hours 14 minutes 20 seconds.

In the evening at the Saddle Rock Restaurant the visitors were given a banquet. A great many toasts were responded to. Nothing but the best of goodfellowship existed, and it was in the wee sma' hours when the happy gathering broke up with three rousing cheers for the Oakland Wheelmen, champions of the Pacific Coast.

Robl Does 50 in the Hour.

The coveted fifty miles in the hour was ridden last week, Robl, the European long distance crack, doing the trick. On Saturday last, August 8, at Hanover, Germany, he covered 50 miles 262 yards in sixty minutes. Details are lacking, but it is supposed that the feat was accomplished in a trial against time. The advantage of the usual Continental wind shield pacing machine was, of course, enjoyed.

THE CHAMPIONSHIP TABLE

**Kramer in the Lead, With Lawson a Close
Second—Fenn is Next Man.**

The N. C. A. championship has been a slimmer affair this year than ever before, owing to the many postponements caused by rain. Only five races have been run on circuit dates, and yet the struggle between the first two men, Kramer and Lawson, has been closer than in years. Because of the small number of championship races run, the question of superiority has not been considered as being satisfactorily decided, and therefore a match race between them, best two heats in three, was made this week for \$1,000 a side, to be decided at Manhattan Beach, with the management putting up a purpose of \$1,000, making the total stake \$3,000.

Of the five championship races run, two of them have been double-point events, and of these Kramer and Lawson have each won one. The standing in the championship struggle to date is as follows:

| | 1sts. | 2ds. | 3ds. | 4ths. | Total points |
|-----------------------|-------|------|------|-------|-----------------|
| Kramer (Pierce)..... | 3 | 2 | 0 | 0 | 29 |
| Lawson (Columbia).. | 2 | 2 | 1 | 0 | 26 |
| Fenn (Columbia).... | 0 | 1 | 1 | 1 | 9 |
| J. Bedell (Rambler).. | 0 | 0 | 1 | 2 | 5 |
| McFarland (Tribune) | 0 | 0 | 1 | 1 | 5 |
| Bardgett (Rambler).. | 0 | 0 | 1 | 1 | 3 |
| | 5 | 5 | 5 | 5 | 77 |

Butler Falls at Revere.

Nat Butler has a bad fall at Revere Beach last Saturday while taking a practice workout behind a motor. He was thrown against a post of the grandstand with such force as to cause a broken collarbone and concussion of the brain. When picked up he was unconscious. His injuries will not result seriously.

Road Race for Chicago.

A committee of the Century Road Club Association of Chicago is arranging a road race for Labor Day, and the manufacturers and merchants are encouraging the project by liberal contributions of prizes. It will be a century run.

Kramer and Hurley Ride it.

The Pierce bicycle has the unusual distinction of being the mount of both the professional and amateur champions. Kramer, as is well known, has ridden it for five years, and Hurley recently adopted it.

Bald is a Bookmaker.

Eddie Bald has been one of the figures in the betting ring at Saratoga during the running of the horses. The former bicycle rider now follows the ponies and is a full fledged bookmaker.

Providence is to have a six-day motor-paced race, beginning August 24.

NO "INNOCUOUS DESUETUDE"

Bicycles are Being Ridden Everywhere—At Summer Resorts They are Indispensable.

"Talk about the disuse into which the bicycle has fallen is simply a mark of ignorance on the part of those talking. It shows that they do not travel about much, and are influenced by local observation, or are repeating, parrotlike, what they have heard some other person say," remarked a man who had been rambling about on his bicycle for a fortnight.

"Everywhere I go there is plenty of cycling activity and prosperity, excepting in the big cities, and of these I have heard more hollering about dull times in New York than I have anywhere else, in Philadelphia and Boston, for instance. It may be justified to some extent, but I have seen plenty of riding, even in New York, since I have been here. So far as I can see, the fellows who do the hollering are those who do not go out and see the riding, but stay in the store

ones are not riding, but there is no recognition of any great slump. At Easton there is quite a habit of riding out to Martin's Creek for beer on Sundays. At the Water Gap I found the old familiar sign of the "easier road for wheelmen" standing where it did years ago. At the High Falls House, Dingman's Ferry, I found a separate stable for wheels shut off in one part of the carriage barn. The man who took charge of the wheelroom remarked that there was more riding this year than there was last, just as naturally as he might have commented that it was a warmer summer. Through the lower part of New York State and in New England I was impressed the same way, and at one seashore resort on Long Island that

Person's 1904 Saddles.

Two entirely new saddles for the 1904 season have been brought out by the Persons Mfg. Co., Worcester, Mass. Both are distinguished by the presence of the round pommel and the absence of the concave tops that marked the 1903 patterns; these concave tops will hereafter be supplied to order only.

The two saddles referred to are the Tour-

"PLUGGER BILL'S" DIAMONDS

Acquired in Australia, one Adorned his Sweater Bosom—A Pocket Full Besides.

Some years ago, just after "Plugger Bill" Martin had returned from one of his periodical and remunerative visits to Australia, finding time hanging heavy on his hands, he set himself to build a racing wheel. He was in Boston at the time, and he made the shop of that foxy speedman and clever cycle designer, "Pete" Berlo, his headquarters.

He soon became a well known character. Wheelmen frequented the place, and never tired of gazing at "Plugger Bill" and listening to his reminiscences. He, nothing loath, would spin yarns about Australia, the wonderful antipodean country, where the seasons were just reversed, where the days in summer were as hot as the other and even more nether region, and where big bunches of money were hung up at the various meets, at the mercy of the man who was fast enough to show his rear wheel to his com-



and growl because things are not as they used to be.

"At all the summer resort places I visited the wheels are going around pretty much the same as ever, and I learned that a great many of the guests had brought their wheels from the city with them. There was a good business doing in the bicycle shops, and everything struck me as being all right until I reached the big cities. I was especially struck by the fact that in small villages, not summer resorts, of only a thousand inhabitants, you find two or three bicycle shops, and no place seems too small to support one.

"At the beaches and in the mountains it was the same. Folks went riding about, apparently ignorant of the fact that 'cycling is dead,' and that a wake is being held over it in New York and other big towns. At Asbury Park there is the new board walk, and next to it is the old cycle path of brick, with the signs 'Exclusively for bicycles' freshly painted. There are signs about at all the resorts, 'Bicycles checked here,' and there are bids for cycling trade still being made. At Atlantic City the wheels hum along through the streets, and are seen standing in the yards of the cottages out Chelsea way.

"Up in Pike County, Penn., where there are plenty of hills to climb, there is the same unconsciousness of the death of the sport. It is recognized that there is not as much cycling as there was, and that the same

ist and the Old Comfort. The former is constructed with the twisted or cable wire springs that have proved so popular, while the Old Comfort is made with the well known Persons system of double springs made of plain wire. The well tested roadster type of saddle, with its broad, comfortable seat, is retained as a part of the regular line, being furnished in two styles—one with lighter springs for ladies' use.

I visited, Westhampton, I went to the beach at the bathing hour, and found such an array of bicycles, on which the summer sojourners had ridden from their cottages and hotels to the water, that I afterward counted the racks. There were 104 of them, and when I first saw them they were all filled and there were a dozen or more wheels standing around outside.

"If the croakers in the big cities got on their wheels and got around more they would not croak. They holler because they do not know."

Motorcycle Club for Syracuse.

Syracuse (N. Y.) motorcyclists are talking of forming a club. Those who have been approached on the subject and given their approval are Charles Aurin, Paul Bellinger, C. O. Regener, Frank Hall, F. Johnson, W. W. Taber, R. C. Thurwachter, W. S. Burney, S. H. Palmer, of Fulton; Fred Zinckel, R. M. Ayres, George Potter, F. W. Roberts, Dr. Francis Ryan, Harry Chaffee and W. W. Burke, of East Syracuse.

petitors. And, of course, although his natural modesty made him reticent on the subject, Martin was just such a man.

And while he worked and talked away, attired in either knickerbockers or overalls, with an old dirty sweater for his upper garment, "Plugger Bill" was the picture of content. His visitors gazed in admiration upon the pin which was stuck in the bosom of his sweater—a pin set with a diamond as big—so those who saw it averred—as a hickory nut. Although stuck there in a seemingly careless fashion, it was yet most secure; for the pin was fastened on the inside in an ingenious way that defied abstraction. And when the onlookers had become satiated with the view of the pin "Plugger Bill" would pause in his work, run his greasy hand in his trousers pocket and pull out a bunch of smaller diamonds, pouring them carelessly from one hand to the other.

"That's the kind of stuff they put up 'down under,'" he would say and turn to his work again.

Canvas-Backed Patching Rubber.

Canvas-backed rubber is said by a transatlantic contemporary to be far superior to the ordinary kind for tire patching purposes. It adheres to the tube with greater rapidity and tenacity, no matter how large the burst or puncture may be. Another good point is that a canvas-backed patch prevents the enlargement of a gash or cut once it is applied. This cannot be said for the ordinary rubber patch, under which even a small cut extends until it reaches beyond the patch, and another leak results. The cost of canvas-backed rubber, however, is said to be double that of the ordinary kind.

DODGE CYCLE PATH TAX

**Many Long Island Riders Evade License Fee
—Officials Neglect Some Paths.**

A trip over the sidepaths of Suffolk County, Long Island, that veritable paradise for wheelmen, reveals the fact that there are many riders using the paths who have not contributed the annual fee of fifty cents for a sidepath tag toward their support. As dozens of this class are to be seen in a day's ride, it is fair to presume that there are hundreds thus violating the law without molestation. In a three days' trip on the paths between Sag Harbor and Babylon not a single constable was found paying any attention to the open infraction of the law which was to be seen on every side. The Sidepath Commissioner has a notice in some of the local papers warning riders that they must not use the paths unless they buy tags, and apparently that is as far as the activity in the matter goes. Some of the riders seen without 1903 tags had tags of last year on their forks, and as they evidently were natives of the locality in which they were noticed, this indicates that they have been riding about for several months in such flagrant violation of the law that the merest passerby must notice the fact, because the tags are of a different colored metal.

The sidepath tag is not a compulsory purchase, and the price of it is therefore not a tax, like that imposed upon automobiles. It represents the voluntary contribution toward a co-operative fund for maintaining the paths exclusively for cyclists. This co-operation in the maintenance of sidepaths is a special privilege, and a great boon to cyclists that has been legally sanctioned by the legislature. Only those who formally enter into the co-operative society and pay the fifty-cent contribution and receive and wear the tag indicating that they have done so are entitled to ride on the paths. For those who do not choose to do this there are the roads, which are public highways. Any one who does not want to ride on the paths and help support them does not have to do so.

It is surprising, under these circumstances, to find persons so small of mind that they will use the paths without contributing to their support. As they are liable to fine if caught, it is further surprising that the constables should not be active in catching these specimens of "the meanest man." They deserve the heaviest penalty, and it should be a pleasure to inflict it. It probably would be a good idea to stimulate the constables by giving them a percentage of the fine collected, as is said to be done with the automobile catchers. The trouble probably is that the Long Island constables have been too busy trapping automobilists to attend to cycle path offenders.

There is a great deal of work needed on the paths, and money is needed to pay for the work; and the Commissioner of Suffolk

should bestir himself to get some of the money from these persistent offenders. After they have been riding for months without tags, it is not enough simply to make them buy them. They should be fined and allowed to go without buying tags to repeat the offence and be fined again if they choose to do so.

The path across Shelter Island from North to South Ferry is in a sadly neglected state. When there was a Sidepath Commissioner living on Shelter Island this path was kept in splendid condition, and the contrast is all the greater now. Resident riders there say that not \$50 has been spent on this path in two years, although several hundred tags are sold each season. The path across Hog Neck, or North Haven, is in like neglected shape.

Of the paths leading from Riverhead out to the south side, the one to Eastport has been practically abandoned by riders, so out of repair has it become. The path to Westhampton is in fair condition, but needs attention, while that to Quogue is in first rate condition. On the whole, it is noticeable that most of the work is being done on the paths of the south side between Westhampton and Babylon, while those further east and on the north side have had to shift for themselves. There is a lot of money wasted, too, in the way the paths are "maintained." Some of the work is very suggestive of that seen when a political job is given out. The men with the scrapers and the twig cutters work perfunctorily, as if they were simply putting in time and without the conscientiousness that should mark the labor on jobs of the sort, in which there is not much money to be spent and there is supposed to be no "graft."

Some of the perfunctory work done by the scrapers is worse than worthless. After the storm of last week the scrapers were sent out, and in more than one instance it was noticed that they were driven along most carelessly and in one direction only. The result was that they simply loosened a lot of stones and left them and windrows of dirt lying on the path, so that it was worse after the work than it was before. At another place a burly negro with a scythe was enjoying a stroll along the path, "rubbering" at the travel, while giving an imitation of cutting out of the way the briars and branches that were in the way of riders. Occasionally he swung the scythe at a twig speculatively. If it hit it, all right, and if it missed it was left. It was seemingly too much trouble to make a second clip at any one, as there were others further on to furnish the fun of having a swing at.

The cycle paths of Long Island are among its chief attractions. They are of inestimable value to the residents and a revelation of delight to visitors. The resident riders on them should themselves take a pride and an active part in seeing that they are maintained, and that all who use them contribute to their support. As a rule they do; but it has become something of an old story now, and there is more laxity than there should be.

PITTSBURG TO DETROIT

**Three Smoky City Motorcyclists Attempt
Ride to the Latter Place.**

Dr. T. S. Gamble, Lovell Johnson and F. W. Balser are the names of three Pittsburg men who are attempting to ride from Pittsburg to Detroit on motorcycles. After many difficulties they succeeded in reaching Youngstown last week, where they were compelled to remain several days on account of bad weather.

The young men ride Orient, Holley and Stanley machines, Dr. Gamble's being a Stanley bicycle which he built himself. The three made the trip from Pittsburg to New Castle in six hours. At the latter place they became stranded on account of two strange mishaps. They ran out of gasoline near New Castle, and stopped at a farm house for a supply of the fluid. The farmer calmly filled their tanks with turpentine. Arriving at New Castle after pedalling several miles, they bought what the salesman at a drug store told them was gasoline, but the liquid would not burn, and they were compelled to ride to Youngstown on a street car, where they secured gasoline that would ignite.

The trio left for Cleveland, whence they will go to Detroit, where they will remain a week and then ride to Buffalo and return home.

At last accounts the three adventurers had reached Cleveland, after a rather toilsome trip from Youngstown. They encountered heavy rains and experienced much trouble in getting through the muddy roads. They got to Orrville, Ohio, fifty miles from Cleveland, at 3 o'clock in the afternoon, and there were compelled to wait until the next morning, so heavy was the mud.

Australian Motorcycle Competition.

The Motor Cycle Endurance Competition, arranged by the motorcycle section of the Austrian Touring Club, which will take place between August 18 and 22, will be carried on over a distance of 650 miles, under the strictest possible system of control. The start will be from Vienna, and 130 miles have to be covered every day on different roads, which will only be made known at the time of start. The driver must have no assistance whatever, but he can carry spare parts for small repairs. A control at stations not more distant than seven or ten miles will be strictly enforced, and the speed limit in the controls must not be overstepped when the contestant has to stop. At the start each machine is credited with 1,000 points, from which deductions are made according to reports. No machine gaining less than 950 points can be awarded a prize.

Frank Belden, a Freeport (Long Island) motorcyclist, claims to have ridden from New York to Atlantic City, N. J., last week in seven hours and thirty-five minutes.

"SILVER JUBILEE" REPORT

A Year Late A. C. C. Committee Makes its Report—Other Business Transacted.

After waiting a year for those who had charge of the "silver jubilee" parade of 1902 to clean up the details connected with it, the Associated Cycling Clubs of New York have undertaken to investigate. The Associated Cycling Clubs had nothing to do with the management of the parade officially, but the various clubs participated in it and many club members were on the committee that did manage the event. Some of the prizes won have not yet been presented, and the drawing for the wheel that was donated, and for which many chances at ten cents each were sold, has not taken place. The trouble seems to be all located in one person who was prominent on the executive committee, and who has not cleaned up the affairs of his office. A committee was appointed to investigate and endeavor to secure an accounting. As the individual blamed for the trouble has also failed to make an accounting for tickets he took for the annual banquet, it was moved that an accounting from him be obtained, or that he be reported to the club he represents as an undesirable delegate and a request made that he be withdrawn.

It was at the seventy-fifth monthly meeting of the Associated Cycling Clubs of New York that these proceedings were had. The meeting was held at the rooms of the Monroe Wheelmen, in One Hundred and Twenty-fifth street near Seventh avenue, and President Joseph Oatman was in the chair, with nine clubs present. The first application for membership from a Brooklyn club to be received—that of the Universal Wheelmen—was referred to the executive committee. The resignation of the Chelsea Wheelmen was laid over for a further report on the matter.

President Oatman reported that the rules of the road are still being debated before the Law Committee of the Board of Aldermen, that there was a hearing on them last week, and there is to be another, at which Deputy Police Commissioner Piper will have further suggestions to make. He reported also that in the absence of any ordinance on the subject the street sprinkling is being done at present under special permits issued to contractors who apply for them.

George C. Wheeler, chairman of the committee on streets and roads, reported the opening of Washington avenue, which will afford a good route from West One Hundred and Twenty-fifth street via the Willis avenue bridge to Pelham avenue, and enable riders to avoid the trolley tracks in Jerome avenue. The route from the bridge is up Willis avenue to One Hundred and Forty-sixth street, to Van Cortlandt avenue, to One Hundred and Sixty-second street, to Washington avenue, to Pelham avenue. The only portion

of this route that is not good riding is the one block in One Hundred and Forty-sixth street, and the committee is working hard to secure the paving of that.

A committee was appointed to consider the publication of a monthly organ of the association, the receipts to cover the cost of publishing.

President Oatman offered a silver cup to go to the club having the most entries above twenty-five in a half century run to be held in October. A committee of five was appointed to arrange the run, and it was resolved that watches be given as souvenirs instead of cuff buttons. It was moved that the streets and roads committee petition for the asphaltting of Church street and Trinity Place from Canal street to the Battery.

A vote of thanks was passed to George C.



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

Wheeler for preparing the route and map for the half century run.

An invitation from the New York Motor Cycle Club to hold the next meeting of the association in its rooms was accepted.

Rain Halts Double Century.

Owing to the heavy rain which fell early last Sunday morning, many riders in the Century Road Club Association's moonlight run had to stop; and it was impossible to start the day and double century run that day, because of the continuance of the rain. Both events were called off, to be run the one on Saturday, August 15, and the other on Sunday, August 16. The moonlight run will start at 7 p. m. from Bedford Rest, and the double and day single at 6 a. m., and at intervals of twenty minutes thereafter from the same place.

Kramer and Lawson Matched.

The big event scheduled for this afternoon at Manhattan Beach is the contest between Frank Kramer and Iver Lawson for the stake of \$3,000. Kramer has spent the week at the Vailsburg track with his team mate, W. S. Fenn, and in his trial sprints made remarkably fast pace. Lawson has been training at Manhattan Beach under the care of Floyd MacFarland, and he also has been making the best of his time.

WON BY A SUBSTITUTE

In Golden Wheel Race Leander Takes De Guichard's Place and Wins.

George Leander rode as substitute for Basil De Guichard in the closing hour of the Golden Wheel race at Charles River Park, Boston, on Friday evening, August 7. De Guichard was ordered by his physician not to ride, and Leander was secured in his place.

Bennie Munroe was Leander's rival in the race, and was defeated by one mile and one-fifth. Gus Lawson was a starter, but cut no figure in the contest, and was withdrawn after he had gone fifteen miles. Munroe was paced by Hunter, Leander by Hoffman, and Lawson by Newkirk.

Throughout the race Leander showed clearly his superiority over Munroe, but the contest was a determined one between both men to the end. Munroe's work was not steady at all times, however, and in his thirty-third mile he came near losing pace. At the end of the hour Leander had covered 48 miles 1¼ laps, and Munroe 47 miles 1¼ laps.

Although losing the night's contest, Munroe captured the grand prize for riding the greatest number of miles during the six days. He covered 240 miles 140 yards. De Guichard was second, with 229 miles 240 yards, and Lawson third, with 165 miles 491 yards.

Champion Downs Walthour.

Albert Champion won a very decisive victory over Bobby Walthour in a twenty-mile motor paced race at the Coliseum in Providence, R. I., on Wednesday night, lapping him repeatedly. Walthour was obliged to change motors during the race. At the close he was two miles and one lap behind.

Champion covered the twenty miles in 25:51 3-5, reducing the local track record, made by Walthour.

Hollister, of Springfield, Mass., won the ten-mile open, and Keigley, of Providence, won the one-mile handicap for Rhode Island riders.

To Attack 24 Hour Record.

A. A. Hanson, the Mitchell crack, will make his long contemplated attack on the twenty-four hour motor bicycle record on the Garfield Park track, Chicago, September 4-5. Some time since he injured his knee-cap, and has but just recovered sufficiently to make the attempt. But for the fact that the moon is due to be full on the dates, and all arrangements have been completed for the record trial, Hanson would come to New York for the big meet at Manhattan Beach on September 5-7.

A big revival of bicycle racing is reported from Cheyenne, Wyo., and a great meet is to be held there during the current month.

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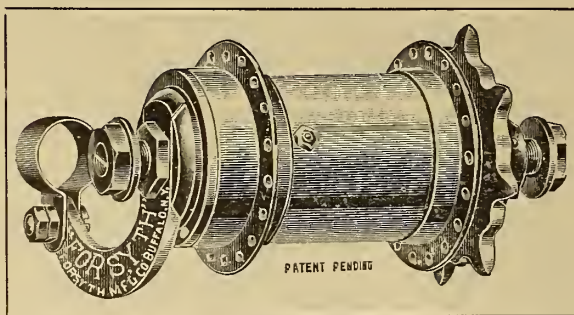
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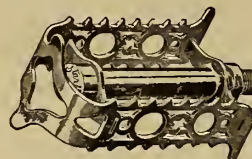
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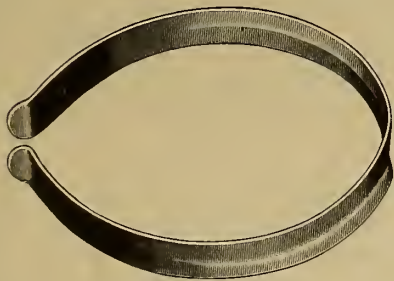
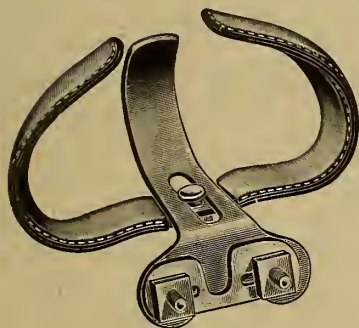
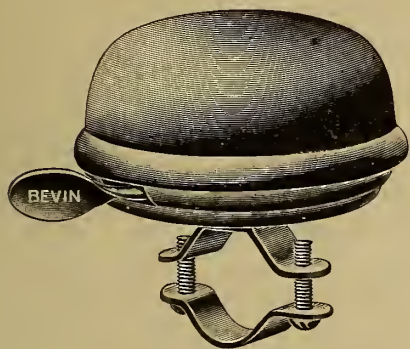
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EASTHAMPTON, MASS.

Drawlines on Tubing.

In selecting tubes for bending, as for handle bars, care should be taken to see that they are quite concentric in section. If a tube is thinner at one side than at the other, considerable difficulty will be found in making a bend which shall be perfectly round at all parts of the curve. It should also be noted that no drawlines are on the surface of the tube. These lines are caused by tiny particles of grit or metal which get into the dies in the drawing process and can be seen the whole length of the tube. If such lines exist—and they are easily recognizable, being like a fine hair line down the length of the tube—the latter should be rejected, as in the bending process it is almost certain to split up or crack, while it is very considerably weakened by their presence.

Boys' Brigade on Tour.

A bicycle trip of eight hundred miles, occupying twenty-three days, constituted the summer campaign of Troop F of the Boys' Brigade connected with churches in Lancaster, Penn. They returned home on Wednesday, August 5.

The troop, consisting of boys from fourteen to seventeen years old, was under command of Colonel Joseph H. Cudlipp, pastor of the Reformed Episcopal Church of the Atonement. Eleven days of the twenty-three were devoted to sightseeing in Baltimore, Philadelphia, Ocean Grove, New-York, Boston, Springfield, Holyoke, New-Britain, New-Haven, Jersey City and Reading. Travel between those several places occupied the other twelve days. The trip was unmarred by any accident.

From Machines to Men.

In view of the fact that under the law in Massachusetts motorcycles must carry their license numbers in the same manner as is prescribed for automobiles, the Springfield Union asks, "How long will it be before we pedestrians will wear on our backs placards bearing the figures 'four inches high'?"

RIDE A

Cushion Frame

MODEL.

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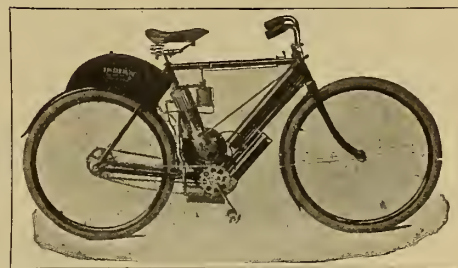
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is now no longer necessary.

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SPRINGFIELD, MASS

Copenhagen's Captivating Program.

Unusual preparations are on foot to make the World's Championships a signal success. They are, as stated in these columns last week, to be held at Copenhagen, Denmark, beginning August 16 and ending August 23. France, Germany, Holland, Belgium, Great Britain and the United States will all be represented by many of their fastest men, and keen competition and fine sport are looked for.

The Danish authorities have prepared circulars, in different languages, setting forth the attractions of the meet in glowing terms. Extracts from the English version are here given verbatim:

As our readers will know the world's championships for 1903 are to be held by the Danish cycle union, and our correspondent writes us from Copenhagen, that the Danes are making great preparations to secure the large number of cyclists, who are expected on this occasion to pay a visit to Copenhagen, both pleasure and value from the tour.

At first we must stop a little by the pretty neighbourhood of Copenhagen, beautiful from nature and crossed by a net of splendid roads, cyclepaths and railroads it will afford stuff for several beautiful, varying and tours for inst. to the many royal castles, in Charlottenlund 4 miles from Copenhagen, in Lyngby 5 miles away—and in Fredensborg, where so many crowned heads are present every summer, and where it is possible—merely 25 miles from Copenhagen—to make

international courtstudies, further to the many elegant Baths at the coast, namely "Skodsborg" and "Marienlyst" which have obtained European fame for their pretty situation and moderate prices.

Are you weary from cycling in the neighbourhood, you will also find plenty of pleasure and entertainments in Copenhagen, and this place has in August, the high season of the tourists an air of a European metropolis, that suits the friendly town at the Oresund pretty well.

For Cyclists the head point of interest in the international week will of course be caught by the races about the championships of the world from the 16 to the 23rd of August and the festivities connected with them.

The races are held on the new track in Ordrup. The track is 360 metres long and well made for as well sprinting as stayer races. It is of course laid in cement and the stayer find it very fast. During the first day of the "Grand Prix" week the famous Dutch stayer Dickentmann undertook a trial to break the paced record for 10 kilometres and without special knowledge to the track, he finished few seconds behind the world's record.

The track is wonderfully pretty situated, quite surrounded by beautiful villas and affords brilliant accommodations for about ten Thousands of spectators. The track is not more than five minutes walk from the royal summer residence and a royal visit to the

track is therefore not an uncommon thing. For instance were the races about the world's championships in 1896 witnessed by the Kings of Denmark and Greece, the Empresswidow of Russia, the present Queen of England, Princess Mary of Orleans, the Crownprince of Denmark and many other royal ladies and gentlemen with their suits.

In the course of the week the Editors of the paper "Auto-Cylen" invite to a splendid supper on "Nimbs Terasse," where from there is on one time a beautiful view at same of the finest buildings of the town, the finest parts of Tivoli and the crowds living on a summer evening. At this feat the present foreign journalists will be treated as honorary guests.

The foreign press men will upon the whole on this occasion be feated as never before. For instand the president of the Danish Press-comitee Director Rothenborg intend to offer a large dinner to their honour at "Skodsborg Badehotel."

The races for the World's Championships are met with the greatest interest as well in the sports press as in the daily papers and amongst the great population. The foreign guests will certainly be able to feel themselves as guests of the town.

Elyria, Ohio, has just adopted regulations limiting the speed of automobiles and motorcycles to twelve miles an hour within the city limits. Each machine must be registered and bear its registry number in a conspicuous place.

KEEP YOUR EYE ON KRAMER.

The Four-times National Champion
is still riding

THE PIERCE

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NEW YORK CENTRAL LINES.

A Copy of "Four-Track Series" No. 13, "Urban Population in 1900," will be sent free, on receipt of a two-cent stamp by George H. Daniels, General Passenger Agent, New York Central & Hudson River R. R., Grand Central Station New York.

The Week's Patents.

735,078. Puncture Plug. Edward F. Felsing and John A. Andersen, Minneapolis, Minn. Filed October 11, 1902. Serial No. 126,875. (No model.)

Claim.—1. A puncture plug comprising a pair of clamping heads, the one having a screw threaded stem and the other having a central stem passage expanded at its outer portion to afford a surrounding countersunk nut seat, and a sleeve nut working with a screw threaded engagement in said stem and fitting in the countersunk nut seat, and which sleeve nut projects beyond the outer extremity of said countersunk nut seat, and is adapted to be cut off flush with the outer surface of the outer clamping head, substantially as described.

735,087. Coaster Brake. Charles Glover, New Britain, Conn. Filed February 19, 1903. Serial No. 144,069. (No model.)

Claim.—1. A coaster brake including a driver, an extension therefrom, a brake actuator, a hub, a rotatable and longitudinally movable collar, a spring located between said driver extension and the brake actuator and a sliding connection between said spring and said collar arranged to produce a drag on said collar, the said parts being constructed so that when said driver is rotated in a forward direction the collar will be coupled directly with the hub, and when said driver is reversed the collar will be thrown into engagement with said brake actuator.

735,113. Brake for Cycles or Vehicles. John Kelland and Henry Lawry, Plymouth, England. Filed December 17, 1901. Serial No. 86,280. (No model.)

Claim.—1. In a wheel brake in combination, a transmission member, said transmission member being constituted of two associated elements, an operating device for said brake, movable parts separated by the movement of said operating device, to which parts the adjacent extremities of said elements are respectively connected, and brake mechanism to which the opposite ends of the elements of the said transmitting member are connected, said brake mechanism being operated on the movement of the opposite extremities of said elements to those connected to and movable by the operating device, substantially as described.

735,145. Vehicle Hub. Wesley E. Pound, Edward A. Pound and Arnold R. Pound, Dixon, Ill. Filed February 19, 1902. Serial No. 94,836. (No model.)

Claim.—1. In a vehicle hub, the combination with the hub sleeve, having sides parallel with its axis, of longitudinally slidable collars thereon adapted to afford attachment for the spokes, means acting to hold said collars from rotation on the sleeve and means engaging against the ends of said sleeve, adapted to move said collars oppositely and outwardly to the ends of said sleeve, thereby bringing tension on the spokes.

735,194. Cushion Frame. Edward G. Ashley, Rochester, N. Y. Filed July 5, 1902. Serial No. 114,364. (No model.)

Claim.—1. In a cushion frame for bicycles and like vehicles, the combination of two relatively movable members; means for attaching one of said members to a fixed part of the frame; a spring tending to prevent said members from approaching each other; a second spring supporting said members by connection at one end with the unattached

735,313. Back Rest for Cycle Saddles. member, and at its other end with a fixed part of the frame. Herbert E. C. Stubbs, Srinagar, India. Filed January 15, 1902. Serial No. 89,931. (No model.)

Claim.—1. The combination with a cycle saddle, of a bracket having a series of apertures, a threaded bolt passing through one of the apertures and into the saddle, said bolt being adapted to be inserted through the different apertures whereby to provide for longitudinal movement of the bracket relatively to the saddle, a nut screwing upon said bolt, a backrest and means for securing the backrest to the bracket, all arranged as and for the purpose specified.

735,327. Back Pedalling Brake. Joseph H. Whittington, Buffalo, N. Y., assignor to Forsyth Manufacturing Company, Buffalo, N. Y. Filed October 11, 1901. Serial No. 78,347. (No model.)

Claim.—1. The combination with a hub and a spindle passing through said hub, of a rotatable brake member attached to the interior of the hub, an unrotatable brake member fixed to the spindle and adapted to be moved longitudinally thereon, a spring for maintaining said brake member in a normally inoperative position, a sprocket support rotatably mounted on the spindle and having a screw threaded part and a rotatable sleeve with a corresponding screw thread loose on said screw threaded part and rotatable independently of the hub, adapted to move the brake member longitudinally on the spindle into braking position with respect to the brake member attached to the hub.

735,573. Cycle. Anton Oleszkiewicz, Bielada Zerkov, Russia. Filed December 9, 1902. Serial No. 134,500. (No model.)

Claim.—1. A cycle having a free wheel mechanism, a spring adapted to be tensioned by the rider and means connecting the tensioned spring operatively to the free wheel mechanism, whereby, on the release of the spring by the rider, the tension thereof will operate to accelerate the speed of the cycle, substantially as described.

735,628. Motor Bicycle. Ole E. Waxel, West Oakland, Cal. Filed August 25, 1902. Serial No. 120,971. (No model.)

Claim.—1. In a motor vehicle, an air reservoir, air compression cylinders discharged into said reservoir, pistons in said cylinders, means for actuating the pistons, a secondary compression means in communication with the reservoir and operable by the weight of the rider, and an air actuated motor connected to and adapted to propel the vehicle.

735,265. Detachable Tire. Herbert E. Irwin, Galesburg, Ill., assignor to Irwin Rubber Company, Chicago, Ill., a corporation of Illinois. Filed March 31, 1903. Serial No. 150,378. (No model.)

Claim.—1. The combination with a wheel rim provided with a peripheral channel having overhanging sides, of a tire casing split on its inner side and provided with marginal flanges or lips, each of said flanges having on its outside a bead adapted to lie under the overhanging sides of the rim, and having on its inside opposite beads surfaces which form between themselves a substantially V or trough shape and an inner air tube provided with a fabric strip, which in turn secures a ring or band, thus forming a rib on the base of the air tube, which lies in the said trough bottom of the tire casing, substantially as and for the purpose described.

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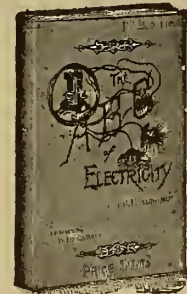
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Volume XLVII.

New York, U. S. A., Saturday, August 22, 1903.

No. 21

MIAMI ADDS MOTORCYCLES

Middletown's Big Concern Will Market a Chain-Driven Model Next Year.

There will be a motor Racycle on the market in 1904. Harry Walburg, the secretary of the Miami Cycle & Mfg. Co., was in the city last week and confirmed the report.

The self-propelled Racycle will employ a Thor motor and chain drive, and will, of course, incorporate several original Racycle ideas. Mr. Walburg himself is quite enthusiastic over the new machine. For quite some time he viewed the motor bicycle askant, and was not finally won over until he was induced to give it a personal trial.

"Then they had a hard time getting me off of it," he remarked, with no small show of pleasure.

The embarkation in the manufacture of motorcycles by such a powerful and aggressive concern as the Miami Cycle & Mfg. Co. is in itself no small stimulant, and a clear indication of how the trade wind is blowing.

May Prove a Master Patent.

The Eclipse Machine Co. have recently acquired a patent which they believe gives to them the whip hand of the coaster-brake situation—No. 654,532, issued October 8, 1897, to J. A. Robinson, of Brooklyn. It includes twenty-five claims which are said to cover nearly every form of coaster-brake now made, and to antedate both the Copeland and Townsend patents, over both of which such a long and bitter fight has waged in the Patent Office. It is stated that almost inexplicably Robinson's October patent was wholly overlooked, although one of his issued a month later was brought to bear and promptly knocked out.

Regas Dissolves; Sager Succeeds.

The Regas Vehicle Co., Rochester, N. Y., has filed notice of voluntary dissolution, and has been succeeded by the J. Harry Sager Co., not incorporated. The latter will continue to make and market the Regas spring frame, which is not to be confused, as was the case last week, with the Sager spring frame, made by the Sager Gear Co., which is discontinuing business.

Lets Property in Ten States.

In ten of the twelve States in which receivers were in office, decrees similar to that issued in New Jersey have been issued ordering that the concern's property be turned over to the American Cycle Mfg. Co. In each instance the cash is withheld until the receivership fees, etc., are settled. Oregon is the only State in which this procedure has not been followed, but action there is expected daily.

Clement's Nephew in Charge.

Ernest Roguet, a nephew of M. Clement, of Paris, has been appointed general manager of the Clement Cycle Motor & Light Carriage Co., of Hartford, Conn., and T. W. Fahy, a veteran cyclist of Hartford, superintendent. The company has increased its working force, and early in September promises an announcement that is likely to cause all concerned with motorcycles to open their eyes.

M. & W. Single Tubes Coming.

Among other departures that are marking the conduct of the Morgan & Wright factory by the new manager, C. J. Butler, will be the manufacture and marketing of single tube tires. Butler promises that the M. & W. single tube will be fully as good as the well known M. & W. double tube tire.

Providence Dealers Assign.

Martin & Simmons, doing business on Broad street, South Providence, R. I., assigned to John M. Peck last week. The direct cause of the assignment is said to have been an attachment made by the American Bicycle Company. No statement as to the liabilities is yet obtainable.

Corbin Opens in Chicago.

The Corbin Screw Corporation has opened a depot in Chicago at 107-109 Lake street. It will carry a full line of the Corbin coaster-brakes and parts, and take care of the business in a part of the country in which the Corbin has been making steady gains.

Recent Incorporation.

New York, N. Y.—New York Tricycle and Velocipede Co., under New York laws, with \$3,000 capital. Incorporators—Harry Lietman, Julie Lowry, James Lonigan and B. J. Sullivan.

EAGLE AND DIKEMAN PART

His Interests Purchased by Others, he Goes into Brass—Hammann Succeeds Him.

Charles S. Dikeman, for many years secretary-treasurer and manager of the Eagle Bicycle Mfg. Co., Torrington, Conn., has resigned those several offices, and is no longer interested in the company in any way, fellow stockholders having purchased his holdings. He has been succeeded by George E. Hammann, who for several years has been identified with the company, and whose election to the responsible positions is in itself an indication of his ability.

It is now likely that the Eagle Co. will regain much of the prestige and goodwill which it lost during recent years, owing to the peculiar Dikeman policy. Dikeman himself has secured a position with the American Brass Co.

Atkins Gets Valuations Reduced.

At Chicago last week A. L. Atkins appeared before the Board of Review and asked for a reduction of the valuation placed on the properties of the American Bicycle Co. Last year these properties were assessed at \$576,750. For 1903 a reduction to \$502,867 was made, but this was not deemed sufficient by the company. They valued the Crescent plant at \$195,677, the Hart & Cooley plant at \$99,920 and the Ames & Frost plant at \$52,867, making a total of \$348,464. No schedule was filed for the Monarch plant, as this is said to be out of business. After hearing Mr. Atkins the reviewers confirmed the schedules, reducing the total assessment from \$502,867 to \$348,464.

Want Them Declared Bankrupt.

Following the assignment of the firm of McKee & Harrington, of this city, a petition asking that it be adjudged an involuntary bankrupt was filed last week. The Pennsylvania Rubber Co. was the petitioner, and it says that McKee & Harrington are indebted to it in the sum of \$604 75.

Talk of Coaster-Brake Combine Again.

Reports are current of another effort to form a coaster-brake combination of some sort; there is evidence, too, that the reports are not wholly vain.

SITUATION IN FRANCE

Felix Fournier Describes Conditions—How Increased American Prices Hurt.

According to Felix Fournier, head of the importing house of Felix Fournier & Knopf, Paris, who arrived in this city late last week, the season just closing has not been a favorable one for the French trade. Four months of rain played havoc with business. Cycling itself is, however, in a healthy state, although now confined wholly to the middle class.

The motor bicycle, M. Fournier states, is coming apace, the retail price, \$135, being much more moderate than the figures prevailing in this and other countries. Very many of them are in use, and the number is increasing daily. M. Fournier's house handled motor bicycles last year, but had so much trouble with them, due to the ignorance of riders, that they discontinued their sale, and were only induced to take it up again late this spring. In the interim either the machines have been greatly improved or purchasers become more intelligent, as the troubles and complaints previously encountered have been almost wholly lacking.

M. Fournier does not take a particularly hopeful view of the American bicycle abroad. The price of the French machine has been so steadily reduced that competition has become keener each year. England and Germany have never proved material factors in the French trade, their combined sales in that country being less than one thousand machines during the last year. The American bicycle has, however, been a prime favorite, and while the sales have steadily declined, during this year M. Fournier estimates that some ten thousand have been sold.

Having encountered the rising market which now prevails here, he shook his head doubtfully when the future was discussed. With the Frenchmen reducing prices and the Americans increasing their figures, and the duty remaining unchanged, he saw small prospect of betterment.

The demand for coaster-brakes, he states, is enormous, having attained almost the proportions of a craze. Few bicycles are being sold without the device.

"I can give you no better idea of the coaster-brake situation," he said, "than to tell you of the difference in the orders I placed last year and expect to place this season. Last year I placed my contracts for bicycles without coaster-brakes, purchasing the latter separately and fitting them to the machines when ordered. This time I purpose purchasing all machines fitted with coaster-brakes, and when the fixed gear is desired it will be easier and cheaper to remove the coaster-brake from the rear wheel itself." There is absolutely no chance for the single tube tire, he states; the demand is almost exclusively for detachables.

He is turning his attention to motor

launches, which he believes have a great future in France. There they are using high speed automobile engines for such craft, which M. Fournier believes to be a mistake, and the expects to score heavily by introducing the American slow-speed marine engine.

While Mr. Fournier himself is located in Paris, his firm has a house in this city, and he himself is an American born. He went abroad and located in Paris only some eighteen years since.

German Employees Pensioned.

A combination plan of old age pensions and accident insurance has been put in force at a Dresden (Germany) cycle works, that of Seidel & Naumann. All employes over sixty-five years of age who have worked thirty years for the firm receive for lifetime a large percentage of the weekly wages. Workmen becoming too ill to work, or having met with an accident and not earning more than \$375 per annum, will receive a pension in accordance with the state of funds at disposal. Workmen becoming disabled after a ten years' employment will receive an annual grant of \$75 for life. One year's pension is always handed to the relatives after death. The insurance has been founded with a capital of \$62,500. the workmen have to pay nothing toward it, but the firm is bound to pay an annual grant of 1 per cent of the net profit.

Big Event for Motorcycles in Paris.

The week of September 14-20 has been fixed by the French journal, *L'Auto*, for its Criterium du Quart de Litre. Entries are confined to motor bicycles actuated by a motor with a maximum cylinder capacity of a quarter of a litre (250 cubic centimetres). There is no restriction in the rules in regard to bore or length of stroke or weight. The machines must not have any transmission gear or pedals which can be used by the rider to assist in propelling the bicycle. A minimum weight of 75 kilograms is fixed for the driver and his saddle, the latter having to be of the ordinary type. The contest will probably last a week, and will be held at the Parc des Princes, Paris, over a distance of 100 kilometres, a preliminary series of eliminating trials over the same distance being run off first.

The Retail Record.

Homer, N. Y.—W. H. Woolland; new shop. Toledo, Ohio.—Charles De Vaux; sold out to William Parker.

Wilmington, N. C.—C. H. O'Berry; style changed to O'Berry & Herbst.

Springfield, Mass.—E. E. Pelkey; removed from Bridge street to corner of Worthington and Dwight streets.

A Thousand Mile Trial of Motor Bicycles.

The Motorcycle one thousand mile reliability trials of the British Auto-Cycle Club started in London last week. Daily runs, starting from the Crystal Palace, were to be taken.

BRITISH CUT PRICES

While Americans Increase Them and yet Hold Business in British India.

Apart from the discussion that has been going on in the English papers on the subject of price cutting, an interesting contribution has been made by a British India firm. It asks the Cycle Trader why Americans can enlarge their trade in India while increasing prices, and British rivals lose ground in spite of the fact that they resort to price cutting.

"We have read with considerable interest the correspondence and comments re the price cutting discussion, from which we infer that the price cutting policy is looked upon as a nuisance which had better be remedied, sooner the better," says the firm in question, Valaghdas, Runchordas & Co. "Without going into the matter whether the remedies proposed will bring out the looked for result, and thus prove efficacious, allow us to inform the trade, through your columns, that it has been our experience that, while the British manufacturers and factors have been cutting the prices, and there seems no limit, how is it that the Americans have, on the contrary, increased the prices and have kept the field?"

"We are in keen touch with the line, but, as yet, we know of no American price cutting; if so, will it not pay some one on your side to go thoroughly in the matter and inquire 'Why?' The same means can be adopted by the British factors. Will some of your readers solve the enigma, 'Why there has been a general cutting of price on one side, while on the other hand the Americans have been able to increase their prices by 5 to 10 per cent throughout?' Grappling with this anomaly will surely lead to some means being devised which can be used to remedy price cutting complained of."

Motor Bicycle Beats Railroad Train.

A novel and very interesting race between a motor bicycle and a railroad train was arranged recently by Louis E. Sicard, of Turners Falls, Mass. After a discussion with his wife, Sicard, who rides a "Mile-a-Minute" Mitchell, entered into a bet with her that she could take the regular passenger train and go by rail from Millers Falls to Fitchburg, Mass., and that he would go by the road on his motorcycle and get to Fitchburg as soon as she did, or ahead of her.

The race came off on July 20. The distance between Millers Falls and Fitchburg is forty-seven miles, and the roads are very hilly and not of the best, there being only a few stretches of State highway completed between the places. Mr. Sicard arrived at Gardner, thirty-one miles from Millers Falls, two minutes ahead of the train, greeted his wife as the train pulled in, and then sped away to Fitchburg, where he arrived just eight minutes ahead of the train.

MOTOR BICYCLES FOR ARMY

Germans Adopt Them After Experiment— Specifications of Machines Wanted.

As the result of experiments with motor bicycles extending over a year, which were conducted by the Experimental Department of the German Army, the army administration has definitely decided to make use of the machines in considerable numbers, and has already called for bids. But the Germans do not purpose buying a "pig in a poke." The call for bids stipulates that no motor bicycles submitted will be accepted by the Experimental Department until after a satisfactory test of 1,500 kilometres (940 miles). Improvements which may seem necessary at the end of these tests must be made by the manufacturer free of charge. The operating expenses during the trial are borne by the army authorities; the cost of maintenance by the manufacturers, in case maintenance expenses are dependent upon faulty material or workmanship. Any parts worn out during the trials must be replaced free of cost by the manufacturers, who also assume a half year's guarantee.

The specifications, which are interesting, are as follows:

The motor bicycle must be capable of carrying a skilled rider, weighing about 175 pounds, with complete equipment, at least 125 miles a day over well surfaced roads. An increase of the daily mileage to 185 miles must be possible under favorable conditions of road and weather.

The motor must be sufficiently powerful to admit of 10 per cent grades being ascended without pedalling, under favorable conditions. For use in mountainous districts a second gear must be provided, in the form of a smaller pulley. Riding on downgrades up to 16 per cent must be thoroughly safe.

The maximum speed on level roads must be about twenty-five miles an hour.

The motor bicycle must be capable of leaving the road at suitable places, and of being driven over sloughs, meadows and land under cultivation, as well as on unpaved roads, and must be adapted for use on slippery road surfaces. It is also desirable that ice and snow to a depth of four inches should not prevent the use of the machine.

The motor bicycle must be of such solid construction that riding on uneven, rutty roads may be accomplished with perfect safety.

The supply of the motor fuel (gasolene of .680 specific gravity) must suffice for a distance of 185 miles, even under the most unfavorable conditions. The possibility of using gasolene of .710 specific gravity must be guaranteed.

The motor bicycle must be built long and low.

A liberal supply of tools and spare parts must be furnished with the machines.

When the order is placed it must be stated whether front or rear drive is employed.

The motor must be a single cylinder, four cycle, air cooled, and of about 2 horsepower.

The admission and exhaust valves must be of equal dimensions and readily removable; the former may be either automatic or mechanically operated.

Ignition is to be electric, and, if possible, with mechanical generation of current. Otherwise dry batteries must be used, with induction coil and buzzer. The spark plug should be fixed to the cylinder head, or at least so that accidental damaging is impossible. The wire connections must be thoroughly insulated. Speed control of the motor by variation of the period of ignition is desirable.

The carburetter must operate reliably under all weather conditions. Throttling of the charge or of the exhaust is optional. A compression cock must be provided to facilitate starting the motor.

The gasolene tank must be provided with a device to indicate the amount of fuel contained in it; besides it must be of a construction preventing the possibility of explosion.

The driving connection between the motor and the wheel must be thoroughly reliable and consist of a rough and elastic belt.

For lubricating purposes an oil reservoir and oil pump must be fitted; the supply must be sufficient for a run of 375 miles, and adjustment of the lubrication must be possible while the machine is running.

All parts of the motor must be readily accessible, and all nuts must be secured by lock nuts and split pins.

The handle bar is to be of the type used for military bicycles, but must be considerably stronger. The handles are to be of horn, and of durable construction.

Both front and rear wheels are to be of 26 inches diameter. The ball bearings must be provided with ball retainers.

Outer covers and air tubes (26 by 2½ inches) must be guaranteed for a distance of 5,000 kilometres, or a period of six months from the date of delivery.

A simple coaster brake, fully protected against dust, must be fitted.

World's Championships for St. Louis.

At a meeting of the Congress of the International Cyclists' Union held in Copenhagen last Saturday it was decided to hold a world's championship meeting at the St. Louis Exposition next year. Eleven nations were represented at the session.

England and Germany were applicants for the championship meeting to be held in 1905, but the decision on this matter was postponed until the next session of the Congress, which will be held in Paris during February next.

Piet Dickentman, the Dutch crack, won the 100-kilometre race (about 62½ miles) in the championship contest at Copenhagen on Sunday. There were about eight thousand people present. The Crown Prince and other members of the Danish royal family attended.

AN ELKES MEMORIAL

Popular Subscription Fund Started to Erect Monument to Middle Distance Champion.

A move has been made with which every admirer of cycling sport, racing men and pleasure riders of the road alike will undoubtedly be in sympathy. It is that of purchasing, through popular subscription, a monument to be set at the grave of the late Harry Elkes as an enduring testimony of the respect and esteem in which he was held by cyclists everywhere.

Such tributes to departed members of the cycling fraternity have been too few in the past, although the fellowship between the votaries of this sport is stronger than it is in many other fields of athletic endeavor. It is therefore eminently fitting that in connection with the demise of a rider of such exceptional prowess, of such international renown, and one so generally admired and esteemed for his sterling personal qualities, that the fraternal sentiment of cyclists, their loyalty to one another, their respect for great racing ability, their admiration of character and their generosity, should find expression in a popular contribution toward the erection of a stone that will be a permanent record of these qualities and conditions.

The idea was first suggested by some of the fellow riders of the brave pace follower who was so tragically cut off in his youth, and it crystallized in the official circles of the National Cycling Association. Chairman A. G. Batchelder, Handicapper Wetmore and a few others were the first to take hold of the proposition earnestly and formulate it, and they have asked the *Bicycling World*, as the only American cycling paper published, to be the custodian of the fund. This the *Bicycling World* has gladly consented to do, and it is hoped that the response will be prompt and generous.

No particular size or design of monument has been decided upon, nor has any desired amount been fixed. These matters will be left to a competent committee to be selected later, and their course will be determined by the amount collected.

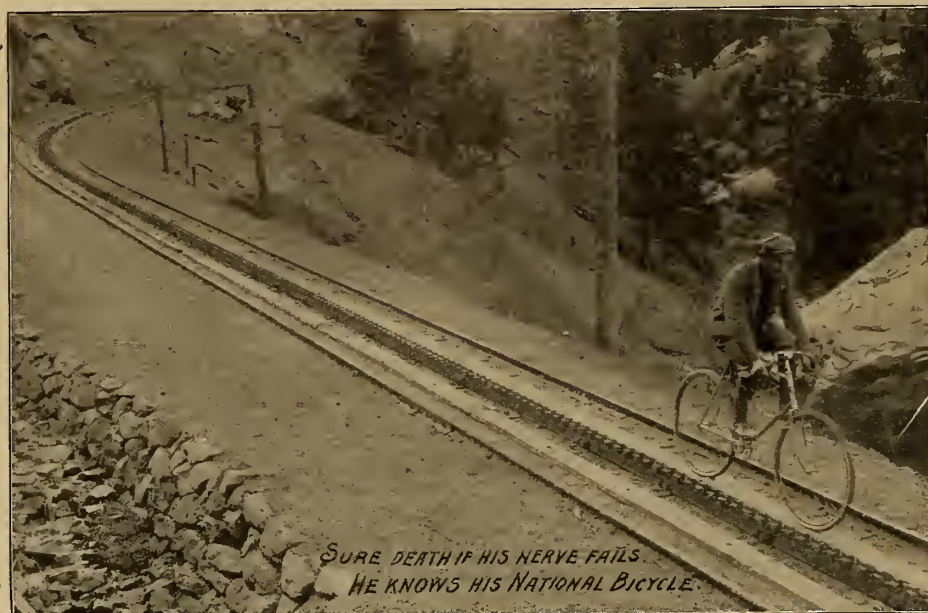
It is desired that the subscription shall be a popular one, with contributions from all who admired the marvellous speed and staying power of Harry Elkes, as well as from those who knew him personally. Contributions in sums of any amount will be received and all duly acknowledged in the *Bicycling World* each week.

The proposal to the *Bicycling World* was made just before going to press, and there was no time to get the fund well started this week. The following subscriptions will be a "nest egg," however, and it is hoped that there will be a long list to be acknowledged next week:

| | |
|----------------------------------|--------|
| A. G. Batchelder..... | \$5.00 |
| John C. Wetmore..... | 5.00 |
| The <i>Bicycling World</i> | 10.00 |
| Arthur N. Jervis..... | 5.00 |
| S. W. Merrihew..... | 5.00 |
| R. A. Van Dyke..... | 5.00 |

Subscriptions should be addressed The *Bicycling World*, Elkes Memorial, 154 Nassau street, New-York.

NATIONAL BICYCLES



*SURE DEATH IF HIS NERVE FAILS
HE KNOWS HIS NATIONAL BICYCLE.*

are built
for all kinds
of service.

They are
ridden
everywhere.

National Cycle Manufacturing Co., Bay City, Mich., U. S. A., MAKERS

NEW BICYCLES

SHOULD BE EQUIPPED WITH

FISK TIRES.

IT MEANS THAT YOU HAVE THE BEST
THAT CAN BE OBTAINED.

FULLY GUARANTEED.

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916 Arch St.

CHICAGO,
52 State St.

SYRACUSE,
423 So. Clinton St.

BUFFALO,
28 W. Genesee St.

DETROIT,
254 Jefferson Ave.

SAN FRANCISCO,
114 Second St.

THE BICYCLING WORLD

FOUNDED 1877
and MOTORCYCLE REVIEW

In which is Incorporated
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Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, AUGUST 22, 1903.

Des Moines, Iowa, June 20, 1903.

We certainly do read the Bicycling World each week. The fact that we pay, and for two years have paid, the full subscription price in order to get the paper surely is evidence that we consider it of value and do not wish to be without it.

HARRAH & STEWART MFG. CO.

Opening Motorcyclists' Eyes.

Dealers of the Pieper type are the men who will solve the so-called "motorcycle problem" and cause the delightful little machine to increase and multiply perceptibly.

Pieper—George B., of Brooklyn—believes in motor bicycles, believes in them practically and commercially, and has gone about it in the right way to make his belief earn him profits. He not only rides a motor bicycle, but rides it well; and though he may incline to some one particular brand, he is not an "offensive partisan"; he is not given to damning or belittling other brands. He has prepared to care for all of them. He

has installed machinery in his shop for the purpose. He carries parts of and supplies for nearly all of them. He uses his windows to display motor bicycles and to display frequently changed bulletins of news and assertions pertaining to motorcycling that cause the passerby to pause and peruse and frequently to "inquire within." And when a rider in trouble drops in with a long face and a sour mouth, Pieper does not proceed to share his condemnation nor to sympathize with him.

"What's the trouble?"

The usual damnation of the machine promptly follows.

"Are you sure it is the machine?" Pieper usually interposes, laying emphasis on the word "machine." "Well, now, we'll look into it and see whether the man or the machine is to blame." And, as is usually the case, the fault is traced to the man.

This manner of dealing with cases of the sort rarely fails of effect. It is the way to deal with them, and it is because of the lesson that it conveys to other dealers that we are cheerfully giving Mr. Pieper this advertisement in a column in which money cannot purchase space.

Wherever motorcycles are being sold, the Pieper method should be adopted. It will help every one concerned, not excepting the dealer himself.

Parrot-like Salesmen.

In a bicycle store not long ago a customer went and asked to be shown a certain machine. This was done, and an examination of it made. This proved satisfactory, and the next thing should have been the consummation of the sale. But it did not take place, and the customer walked out of the store without having come to a decision.

In our opinion, and it is based upon knowledge of the case, the failure was due almost wholly to the shortcomings of the salesman. He was honest and conscientious enough, but unresponsive, lacking in tact and unconvincing. The customer was as clay in the hands of the potter; but the salesman did not know how to mould it, and the plastic material was permitted to remain cold and unformed when it could easily have been worked into the desired shape.

The trouble with the salesman was that he couldn't talk. Asked a question concerning the machine, he answered it; but there he stopped. He volunteered no information, pointed out none of the features of the machine, dilated upon none of its good points. "There it is; take it if you want it," he said in ef-

fect. That the customer did not take it seemed a matter of indifference to him. It certainly did not disturb him to any appreciable extent.

Here was a man who was in the market for a bicycle; he was impressed with the merits of a certain make, and came to this particular store to look at it and see if it was what he supposed. In the hands of a capable salesman he would have bought it. But he wanted some coaxing, a little "jolly-ing," confirmation of his belief that the machine in question was all that he thought it; and none of this did he get. He might just as well have been shown the machine and then left to gaze at it alone. Even department store salesmen do more than this.

Even yet, in spite of the gallons of ink and reams of paper that have been used in expounding the subject, the value of good salesmen is not always recognized. The bright, cheery, ready, tactful salesman, who gauges his customer and is loquacious or the reverse, as the occasion demands, who instinctively seizes upon telling arguments and leads his man up to the purchasing point, turning from him only when the money has been paid or the order booked—that salesman is worth two of the kind under notice.

The "Hill of Sand."

The League of American Wheelmen is "a hill of sand." Isaac B. Potter is authority for the statement. Isaac B. Potter should know. He helped build the hill. He perched on top of it for several years, and before the sand had begun to slide from under he had pecked something like \$25,000 out of it, and also scratched a good many thousands more within reach of the little flock of sand pipers that gathered when he clucked.

When the hill of sand, devoid of its foundation of gold, began to level of its own unresisting weight, Potter and his flock lifted their noses high in the air and sniffed. Their scent is keen. Afar off they descried a mound, and there they are now. Led by the chief sand piper, they are scratching vigorously. The newly discovered mound has naught to do with cycling, but in the sand there is a glitter which appears gold.

It is not a league of wheelmen with which Potter has now to do. It is one of automobilists and supposed automobilists. Potter is its president, but does not own a car, nor so much as a spark plug; comparatively few of his scratching flock own spark plugs; but trifles like that are of no consequence. They know Potter, and Potter knows them.

They have served each other in the past—profitable service it was, too.

It is a magazine article dealing with the new "hill" on which he is now scratching that Potter puts his hand upon the trouble or the L. A. W. He does not mention it by name—he probably would fly to it again if picking promised—but what he says is recognized readily as referring to the organization of which he was the well paid president and which he so successfully Tammanyized. Here is what he says of it:

"The futility of attempting to maintain a great national body in which the recruiting and renewing of memberships are committed to the State and National headquarters and the only hold upon the individual member depends on a postal card request for annual dues, has been demonstrated. Such a body is a hill of sand."

On "League Day," when most of what is left of the L. A. W. gathers round the table d'hôte at Brighton Beach, where the sad sea sighs, the great Isaac's contribution should be permitted to form one of the courses. It will require no gravy; it is rich enough as it is.

The Man Who Leads Loses.

Every man who has raced, and every one at all conversant with the racing game, understands the value of tactics and the advantage of position. Many years ago it became an axiom that the man who leads loses; and there have not been exceptions enough to the rule to disprove it. Every contestant works for position, and that position in an overwhelming number of cases is behind the leader. The fact is indisputable; but on thousands of occasions spectators have disapproved of the practice, and expressed their disapproval by hoots and hisses and emphatic adjurations. But nearly always their protests are without avail.

The experienced racing man has a deep rooted and ineradicable aversion to making pace. He knows that even a little of it takes something out of him, and this without regard to his position. If in addition to making pace he finds himself in the lead at the beginning of the sprint, he knows full well that he labors under a second disadvantage. To make the pace, sprint from a leading position and still win stamps a man as clearly outclassing his competitors.

Yet there are degrees in this as in all things. The greater the number of contestants the less the leading position handicaps one. For every good man who "jumps the bunch" from the rear in the effort to

cross the tape first there are two who essay the task from the leading position. Such men—and Zimmerman in his day was the most conspicuous exponent of the method—infinitely prefer to minimize the chances of accidents, pockets, etc., by keeping in front, thus rendering it a question of riding, pure and simple, which gets across the tape first.

To put it briefly, the bigger the field the more desirable the leading positions are; and the smaller the field the greater is the handicap imposed by the first position. A swiftly moving mass of riders furnishes an incentive that is entirely lacking when the field contains only two or three men; and in the latter case there is a nerve racking strain attendant upon waiting for the rear men or man to jump which tells upon all but the most stout hearted.

The match race at Manhattan Beach last week between Kramer and Lawson afforded a striking confirmation of the truth of the contentions students of racing have made for years. In each of the three heats the man who made the pace and led when the sprint came was decisively beaten; and his defeat was due entirely to the fact that he led at that point. The men were closely matched in speed and experienced in track tactics. Each fought against taking the lead, and there is little doubt that when forced to do so each experienced the fear of defeat, thus contributing to it in no small measure.

A study of the heats affords further proof of the contentions referred to. In the first, Lawson from the rear caught Kramer napping and won easily. Positions were reversed in the second heat, and the men sprinted almost simultaneously, Lawson, the leader, being beaten handily. The third heat also went to Kramer, although Lawson—again the leader—jumped first and had every opportunity to win. Thus three distinct methods were tried and each of them produced the same result—the complete success of the rear man.

There is, of course, nothing very new in all this; for more than two decades the matter has been clear. But even yet there are spectators who at the first opportunity hiss a contestant who refuses to throw away his chances by taking the lead.

In Memory of Elkes.

It is the way of the busy world that the dead are quickly forgotten. The interest of the quick is absorbed in live activities, and too often the plaint is justified that the really splendid achievements of great riders bring them no lasting credit—that no one cares

about them except as mere speed machines.

The development of bicycle racing, as one form of competitive athletics, is something that redounds to the credit of all those concerned in it. Athletic development tends to the benefit of the race, and a man who has figured prominently in the advancement of a sport such as cycling should not be quickly forgotten. A clean, manly career as a racing cyclist is honorable and creditable. No follower of the bicycle path was more free from taint of any sort, more generally recognized as a man of high moral principles and amiable personality, than the late Harry D. Elkes, of Glens Falls.

His career was made more memorable by having been ended by tragedy while he was breaking records in a race.

The movement to erect a monument by a popular subscription among cyclists to his memory is a commendable one and should succeed.

Such a tribute from cyclists generally will silence the charge of selfish coldness and indifference. It will be a lasting testimonial to the fact that there are kindly human sentiment and manly generosity among cyclists as well as a tribute to the deceased. No one of those who have been cut down in the flower of their career was a more worthy subject for such a testimonial. It is a highly proper act, and the time for it is highly proper.

Every cyclist should contribute to the fund, and the fund should be a popular one in the fullest sense of the word—made up of contributions from the poorest to the wealthiest. Those who cannot afford dollars should give dimes, and the fund should grow steadily until enough is at hand to erect a monument on which all can look with a feeling of satisfaction in a sentimental duty well performed.

Each year hubs become smaller. One would have no difficulty in picking out of a group of machines one or two with hubs that are almost duplicates of the spindle hubs of eight or nine years ago. Can it be that the barrel pattern is to go out of fashion?

September 5 and 7 should prove red letter days in the early history making of motor-cycling. It will be worth something to be in Brooklyn on those dates.

"Inclosed is the amount of our renewal. A dealer without the Bicycling World had better shut up shop."—Miller Cycle Co., Mount Ross, N. Y.

RESPONSES ARE HEARTY

Motorcyclists' Association Will Start With Representative Roll—The Track Events.

The assurances of support that continue to reach the New York Motor Cycle Club and Alpha Motor Cycle Club practically make certain that, when the membership roll is compiled, the national association will be truly national. Responses have been received from practically every State in the Union. From far away Utah, S. C. Higgins, the only rider in Ogden, writes: "Although the only motorcyclist in this city of 15,000 inhabitants, I am not only willing, but anxious, to let my voice be heard in the interests of motorcyclists, and if I can be of any service so far away from the seat of war, I am at your command, and you may count on me as a member of the association when it is formed."

W. T. Prine, the one legged rider of Okaloosa, Iowa, thinks, "there is no rider but will join the ranks, since it is to their own interests to do so," and adds, "personally, I will give all the help I can, and, while distance renders it impossible for me to attend the meeting on Labor Day, this letter will let you know that I am with you, heart and soul."

Nearly all of the other responses were of similar tenor, making it appear that there will be no lack of willing workers.

N. L. Rush, first lieutenant of the Massachusetts Motor-Cycle Club, writes that his club has called a run to New York, and may be counted on not only to support the organization, but on being personally represented. The newly organized Centaur Motor-cycle Club, of Paterson, N. J., although numbering but seven, promises to have the majority of them at the meeting. President Woodruff of the Providence, R. I., Motor-Cycle Club assures co-operation, and it is likely that his organization will be in evidence at the meeting.

The programme of sport that has been arranged to occur at Manhattan Beach on September 5 and 7, will be of a character that cannot well fail to increase interest in motor bicycles.

The one pint gasoline consumption test will prove its utility, and the skill competition will afford entertainment out of the common, while the four-hour race, in which it is possible for one rider to win five prizes and in which five position prizes, instead of three, are offered, will give the fast men a chance to "cut loose" to their hearts' content. The bicycle championships, which occur on the same day, will add spice and attractiveness to the programme, and the Century Road Club of America, having promptly accepted the deft of its rival, the Century Road Club Association, the five-man, five-mile team race has been definitely arranged, and this, the first meeting of these bitter rivals, will add excitement and enthusiasm to the occasion. The entry blanks will be issued to-day.

Ege Leads St. Paul Motorcyclists.

Motorcycling has enthusiastic admirers in St. Paul, Minn., and for some time they have felt that a club was needed there. This idea was fostered by Birney Bird, C. L. Egan, Fred Clark, T. L. Bird, Frank Hopkins, George Wagner and others, with such success that a meeting was held on August 9, which resulted in the organization of the St. Paul Motor Club.

The intention is to bring together all persons in the city and vicinity who are interested in motorcycling, with a view to holding road runs, hill climbing contests, track events and pleasure excursions. It was decided, however, that no dealers in motorcycles could become officers of the club, for the reason that as the organization is to be carried on for love of the sport alone it is desirable to keep it free from everything tending toward commercialism.

The motorcyclists maintain that ordinances may be passed unfavorable to their sport; the recent ordinance prohibiting them from using the cycle paths was cited. One of the chief purposes of the club is to see that no ordinances are passed that will impair their interests.

The members also consider that they do not come under the boiler inspection law, which compels each machine to be taxed \$2 for inspection fee. The automobile club of the city is opposing the same tax, and the club is going to join it in opposition.

The members will aim to have all in the club understand what the ordinances are that restrict the sport, so that many will be saved the unpleasant situations of finding them out by experience.

Officers elected include A. L. Ege, president; Forest Wood, vice-president; A. J. Krauk, treasurer; George Hilgers, secretary. The club will apply for incorporation.

Change of Name Fails to Save Club.

An assignment for the benefit of creditors was filed last week by the Brooklyn Borough Club, formerly the Brooklyn Bicycle Club. William H. Reid, of Willoughby and Pearl streets, Brooklyn, was named as assignee. There are a bonded indebtedness of \$6,000 and outstanding debts of \$2,000. The amount of assets is unknown. The assignment is by William F. Cahill, president, and John Kennedy, treasurer.

The old Brooklyn Bicycle Club was for many years one of the largest and most flourishing of that city's many clubs. It was a large figure in the cycling world, taking a prominent part in all its phases, political, racing, highway improvement, etc., and furnishing many of the leading lights of the day. It was organized in 1879.

Of late years it has been inactive, becoming a social club, and about two years ago the social element succeeded in changing the name to the Brooklyn Borough Club.

The Centaur Motor Cycle Club has been organized in Paterson, N. J., with seven members and eight more in prospect. W. J. Tynan is its secretary-treasurer.

ON AMERICAN SOIL

German Globe Girdler Turns up in Texas—Has Used up 46 Tires.

In less than a month "Willy" Schwiegerhausen, the latest and longest cycling globe girdler, should reach this city. He is now in Texas, headed direct for New York. He reached San Antonio, Tex., early last week and New Braunfels on Friday, August 14. He remained at the latter place, which is a settlement of Germans, and where he gave an illustrated lecture in the Opera House, until Monday. He then left, intending to embark at New York for his home at Leipsic, Germany. At New Braunfels he was taken in charge by W. H. Gerlich, an enterprising dealer, who had been on the lookout for him.

As the *Bicycling World* stated a few weeks ago, Schwiegerhausen left Germany four years and two months ago, and has covered some fifty-one thousand miles in his peregrinations. He went east across Europe, passing through Asia, Africa, Australia and Mexico, and now the United States. He is now riding his fourth bicycle and his twenty-third pair of tires.

Concerning the traveller himself, the *Wellington, New Zealand, Evening Post*, has this to say:

"Herr Schwiegerhausen had a most interesting story to tell—full of thrilling adventures and hairbreadth escapes from death—involving strange and often humorous experiences in many lands, where he rubbed shoulders with peoples only known to most of us by name. The young traveller has a winning personality. Mastering five languages, he speaks English fluently and grammatically, with a rather pleasant foreign accent, and possesses to a marked degree the gift of graphic description, with quaint flashes of humor. Every stage in his adventures is corroborated by photographs and autograph of official letters, which attest the perfect genuineness of his narrative. Gray, thorny plains of Turkey, minarets of Constantinople, the beautiful Bosphorus, barbaric tracts of Asia Minor, the Holy Land, Egyptian pyramids, waterless deserts of Arabia, historic Bagdad, Babylonian ruins, and the colored mosaics of the Persian capital, wild snowy Afghanistan and wonderful tropic India, are all laid out in a kaleidoscopic view of rich Oriental coloring tinged with the Eastern mysticism."

Columbus Motorcyclists Organize.

The motorcyclists of Columbus, Ohio, formed an organization on July 29 to be known as the Columbus Auto-Cycle Club. Ten persons were enrolled as charter members, and the following were elected officers: President, W. F. Savage; vice-president, R. G. Coffman.

It was decided to adopt bronze green and old rose as the club colors.

Dangla Gets Hour Record.

At the Parc des Princes in Paris on Sunday Dangla took a turn at shaving the hour record. He covered 81 kilometres 108 metres (50.398 miles).

THE ONE HOUR RECORD

How it has Grown From Twenty Miles to Fifty in Twelve Years—Still Moving.

After several years of speculation as to whether the mark of fifty miles in an hour on a bicycle would ever be attained, the feat eventually has been performed, and, as was to be expected, the first attainment of the goal was made in France, where the striving toward it has been greatest and the facilities in the way of pacemaking have been best. With the fifty miles achieved, the record breaking has not ceased. The effort to push the record higher and higher continues, and one wonders, just as he did ten years ago, what the limit will be. Limit there must be somewhere, and there must come a time when the wholesale cutting of the record year after year comes to a pause and the top notch figures are shaved only occasionally. Such a pause had about been reached when multiple machine pacing was introduced, and again when motor pacing made its advent.

The second record of more than fifty miles in the hour is reported to have been made by Dangla at the Parc des Princes track, Paris, on August 16. He rode 81 kilometres 108 metres, or 50 miles 700 yards 1 foot, thus lowering Robl's record of 50 miles 262 yards, made on August 8.

The history of the hour record is one of peculiar interest, and yet the following table of the changes in it, compiled by "Le Monde Sportif," of Paris, is hardly satisfactory, ignoring as it does all the American performances. It is true, however, that as a rule the one hour record has been held abroad. Pacemaking and pace following were introduced there before they were in this country, and they have been more cultivated there. The big pacing machines and their wind shields which are used in France are not allowed here, because of being considered too unsportsmanlike, and therefore what has been done in America in the line of lowering the one hour record is all the more creditable. American riders, notably the late Harry Elkes, Walthour, Stinson and others have repeatedly lowered the record made behind the big machines in France by riding behind much smaller ones here. Munroe's ride on July 31 at Boston of 49 miles 210 yards in competition is by far a greater feat than anything that has since been done; and yet it does not now stand in the list of records. So it has been in the past. The record never was held for long on this side of the Atlantic, but when it has been lowered it has been by harder riding than that done by the record breakers of Europe.

In spite of its failing to show the American performances, the table of the French authority is interesting in showing the forward march from year to year. Here it is:

| Miles. | Yards. | Made by. | Date. |
|--------|--------|-----------------------------|-------|
| 19 | 1420 | H. L. Cortis, Surbiton..... | 1880 |
| 20 | 335 | H. L. Cortis, Surbiton..... | 1882 |

| | | | |
|----|------|------------------------------------|------|
| 20 | 560 | R. H. English, Crystal Palace..... | 1884 |
| 20 | 675 | P. Furnivale, Surbiton..... | 1887 |
| 21 | 125 | H. E. Laurie, Long Eaton..... | 1890 |
| 22 | 620 | H. Parsons, Paddington..... | 1891 |
| 23 | 1260 | F. J. Osmond, Herne Hill..... | 1893 |
| 23 | 1520 | R. L. Ede, Herne Hill..... | 1894 |
| 25 | 690 | J. W. Stocks, Herne Hill..... | 1894 |
| 29 | 419 | A. V. Linton, Bordeaux..... | 1895 |
| 29 | 45 | J. W. Stocks, Catford..... | 1896 |
| 31 | 582 | J. W. Stocks, Crystal Palace..... | 1897 |
| 32 | 1086 | J. W. Stocks, Crystal Palace..... | 1898 |
| 33 | 712 | A. A. Chase, Crystal Palace..... | 1899 |
| 36 | 1144 | E. Taylor, Paris..... | 1900 |
| 39 | 1735 | A. Beaugé, Paris..... | 1900 |
| 40 | 1245 | Dickentman, Leipzig..... | 1900 |
| 40 | 1496 | T. Robl, Paris..... | 1901 |
| 44 | 936 | T. Linton, Paris..... | 1902 |
| 45 | 1034 | T. Linton, Paris..... | 1902 |
| 48 | 718 | Contenet, Paris..... | 1902 |
| 50 | 250 | Robl, Hanovre..... | 1903 |
| 50 | 700 | Dangla, Paris..... | 1903 |

Walking "Craze" Hurting Cycling.

A brand new craze has struck Great Britain, and it is said to be interfering with cycling. It has been raging for several months now, and has become epidemic. Its symptoms are first observable in the nether limbs, and they take the form of constant movement. This wouldn't matter so much, perhaps, if the poor victims would only remain in bed until cured. But they won't; that's part of the disease.

Those who are attacked remain outdoors as long as possible, although the amount of clothing they wear would be more fitted for the privacy of the bedroom. Nothing will persuade the unfortunate people to keep indoors. So wherever a cyclist rides, north, south, east or west, he sees crowds of men, almost naked, and apparently trying to outstrip each other.

With chins thrust well forward, chests ditto, arms and hands wagging furiously, everybody keeps walking, walking, walking. Panting, puffing and perspiring, each man keeps at it until he falls over himself and retires.

Meantime, unfortunate cyclists who strike these crowds have to dodge and twist among them, for the pedestrian mania insists on having roads to itself, and, except one is present as a sponge bearer or feeder, the walkers regard one with considerable animosity. A cyclist is simply in the way, and the pedestrian looks daggers at him. How dare he obstruct the highway when "a walk is on"? Sometimes as many as two hundred men, and occasionally women, take part in these walking competitions, swarming the roads. To ordinary users, and especially to cyclists, this craze is an almost intolerable nuisance. The London Stock Exchange young men are said to be responsible for introducing and spreading the craze for long distance walking.

Thirty-five prizes will be given in the Cycle Path Twenty-five Mile Handicap on the Coney Island Boulevard on Labor Day, and among these there are six gold watches and six bicycles. The race is under the management of the Century Road Club of America this year and promises to be as great a success as ever. Among those who will start from scratch are Charles Mock, Joseph Fogler, Oscar Goerke, John Hardegan and Joseph Kopsky.

ALL HAD ACCIDENTS

Motors go Wrong and Tires Burst but MacLean Finally Manages to Win.

A series of mishaps occurred in the one-hour motor paced race which was the attraction at Charles River Park, Boston, on Tuesday night. The contestants were Hugh MacLean, James F. Moran and Bennie Munroe.

MacLean covered thirteen miles in the first fifteen minutes, with Moran a close second and Munroe hanging on to the latter. Moran's motor went wrong in the twentieth mile, and he was without pace for about ten minutes, during which time Munroe got into second place.

MacLean lost the lead in the twenty-first mile through the breaking of the belt on his motor. He went down on the track and Munroe shot ahead, only to lose the lead in the next mile, when his motor burst a rear tire. At thirty minutes MacLean was leading, with twenty-five miles to his credit. He continued his lead to the end, his distance covered in forty-five minutes being thirty-seven miles, and in the hour forty-eight miles three laps. Munroe made forty-six miles three laps and Moran forty-three miles four laps.

Then ten-mile open, amateur, was won by C. L. Kimball; J. J. McKinnon, second; Beyerman, third; Matt Downie, fourth. Time, 25:36.

Champion Beaten, Challenges Caldwell.

Albert Champion beat Harry Caldwell in a twenty-mile motor paced race on the Coliseum track at Providence on Wednesday night. Caldwell led for three miles, but got two setbacks, one caused by a punctured tire and the other by motor trouble. Champion led him two miles and four laps at the finish, winning in 25 minutes 21 4-5 seconds.

After the race Caldwell challenged Champion to another race next week for \$500 and gate receipts, and the Frenchman accepted.

Joe Fogler, of New York, was the winner in a two-mile handicap, and C. L. Hollister, of Springfield, won a five-mile open race.

New Club in New York.

A new bicycle club was organized with forty charter members in New-York last week under the name of the Brower Wheelmen. They will begin to be active without delay by holding a race meet on August 30 in conjunction with the Tiger Team at Smith's track, Valley Stream, Long Island. The races will be a half-mile novice and a five-mile handicap. On Labor Day the club will have a tour to Albany. The officers of the club are: Peter Wallenschlager, president; Edward Fanning, vice-president; H. Brower, treasurer; William Crawford, secretary; E. Fanning, captain; C. Cranford, first lieutenant. The clubrooms are at 117 Greenwich avenue.

KRAMER AGAIN VICTORIOUS

Signally Defeats Lawson in Three Heat Match—Hurley Wins Two Championships.

No two opinions prevail regarding Saturday's meet at Manhattan Beach. It is unanimously pronounced the most exciting and interest sustaining that has graced the famous old track for a long time. The enthusiasm displayed was unbounded, applause without stint was bestowed on the contesting racers, and men and women stood up and cheered and waved hats and handkerchiefs in their excitement.

The chief cause of these unusual manifestations was the Kramer-Lawson match race. Appetites were whetted for it, and when it was drawn out to the full three heats, and ended in the Salt Lake City man's utter discomfiture, there was witnessed a scene that was strongly reminiscent of the palmy days when paced races at the Beach were in the heyday of their glory. But this match, although the piece de resistance of the meet, was not the only exciting event of the day. A hotly contested ten-mile professional and three amateur races, two of the latter national championships, made up a card that could scarcely have been excelled. By far the best crowd of the season, including many ladies, had gathered to witness it.

The Kramer-Lawson match obtained, and deserved, the chief attention. It was a masterly exhibition of tactics, and, for a wonder, the jockeying was at least tolerated by the spectators. Nor could there have been a more overwhelming demonstration of the axiom that the pacemaker loses. In each of the three heats the leader was beaten—decisively and signally.

The conditions called for a heat at one-third mile, a second at one mile and a third—should it be necessary—at a distance to be mutually agreed upon or decided by the toss of a coin. The first race was to be unpaced and the second paced. As it turned out, the latter might just as well have been unpaced also.

At the pistol fire both men were held by their starters; but after a warning the second attempt was successful, the men starting off at a snail's pace. Lawson appeared to be slightly the better trick rider, and he finally succeeded in forcing Kramer to the front. Both men crawled around the track, watching each other like hawks. At the middle of the turn coming into the stretch—both being high up the bank—Lawson dashed down at a tremendous pace, completely outwitting his antagonist, who started after and soon got going, too. But the race was practically over, Lawson had secured a lead of several lengths, and he was never in danger.

In the second heat, at one mile, a still more determined struggle for the rear position took place. Collett had been provided as pacemaker, but slowly as he rode he could

not connect with his men, who were again indulging in track riding near the tape. Kramer, however, finally forced Lawson into the lead. Collett then took them up, but at a little more than half distance was again left to go alone. At almost exactly the same spot on the turn the real race began, Kramer jumping just in advance of his rival. That start gave him the race, for while Lawson almost pulled up on him he did not quite succeed, and as the tape was neared he almost gave up the struggle and was beaten by a length.

When the men came out for the third and deciding heat the suspense was almost painful. It had been decided to run only one lap—a third of a mile—and without pace, so that the conditions were the same as in the first heat. The familiar tactics were repeated at the start. In this trick riding competition Kramer was worsted, and at last, to save himself, had to turn around and circle the track. The race was stopped and the men restarted. This time Kramer almost stood still, and Lawson was obliged to take the lead. A third time the jump was made from the bank on the turn, both men getting off at almost the same instant. This kept Lawson in the lead, and until well into the stretch he retained it. But Kramer was coming with a rush, and 150 feet from the tape his front wheel lapped Lawson's rear wheel. A most sensational finish then took place, Lawson, seemingly riding blindly, began to "bore" Kramer, forcing him steadily to the outside of the track. The men were so close that a collision seemed inevitable, but Lawson finally gave up the fight and Kramer finished in the lead by a good length, winning a well deserved race.

In a desperately fought finish the ten-mile professional race was won by McFarland, with Fenn second, John Bedell third and G. H. Collett fourth. The spectators thought that Fenn should have been given the decision, but the judges held firm in spite of rounds of hisses and ironical remarks.

Hurley won both the amateur handicaps handily at one-third and one mile respectively, John Hardegan being his most formidable opponent in the first and Billington in the second race. Good finishes resulted in both, but in neither was the result in real doubt.

The five-mile amateur handicap wound up the day's sport and proved a fitting finale. The back markers worked hard to close the gap that separated them from the leaders, but in vain. At about four miles these men, with Hurley at their head, relinquished the hopeless struggle, retiring from the track. Their failure to connect was due to the efforts of the three 100-yard men, E. S. Collett, of New Haven; Fred. Ernst, of Rochester, and Oliver Dorlon, of this city. Collett in particular rode a heady race, being careful not to injure his chances by pacing. Dorlon, on the contrary, led for lap after lap, setting a hot pace that killed off or weakened many of the contestants. He made a fine bid for the place when the sprint came, but Collett was a little too much for him,

getting first to Dorlon's second and Ernst's third.

The summary:

Two-mile National Amateur Championship—Won by Marcus L. Hurley, N. Y. A. C.; T. Billington, second; John Hardegan, N. A. C., third; E. J. Quille, fourth. Time, 6:24.

Special Match Race—Frank Kramer, of East Orange, vs. Iver Lawson. First heat, one-third mile, won by Lawson. Time, 1:55. Second heat, one mile, won by Kramer. Time, 5:40 2-5. Third heat, one-third mile, won by Kramer. Time, 1:52.

One-third Mile National Amateur Championship—Won by Marcus L. Hurley, N. Y. A. C.; John Hardegan, N. A. C., second; F. Ernst, Rochester, third; T. Billington, fourth. Time, 0:45 2-5.

Ten-mile Professional—Won by Floyd McFarland, San José, Cal.; W. S. Fenn, Waterbury, Conn., second; John Bedell, Lynbrook, Long Island, third; George H. Collett, New Haven, fourth. Time, 23:29 2-5.

Five-mile Handicap, Amateur—Won by E. S. Collett, New Haven (100 yards); Oliver Dorlon, Manhattan Beach (100 yards), second; Frederick Ernst, Rochester (150 yards), third. Time, 10:59.

An extra event was a two-mile motor bicycle exhibition on an Indian ridden by Ralph De Palma, which had a startling ending. After a few warming up laps De Palma nodded for the pistol fire, and went off at a 1:15 or 1:20 clip, riding beautifully and his machine working to perfection. At the turn on the last lap, in his anxiety to make a fast finish De Palma advanced his spark too rapidly, and as he shot forward the banking was not steep enough to hold him, and man and machine went down on the cement track with a crash. A cry went up from the spectators, but it turned to a cheer as the rider picked himself up unhurt save for the loss of some of his cuticle. One hand was torn and bleeding, and he was a little unsteady on his feet. But he walked over to the machine, which was laying on its side with the motor still working and the rear wheel spinning, and shut off the power. Then he walked down to the tape, while one of the men who had come to his assistance got on the Indian and rode it in. It was absolutely uninjured.

Kramer Gets a Nasty Fall.

Frank Kramer met with an accident in a championship ten-mile race which was the first event on the card at the Colosseum, in Providence, R. I., on Tuesday night. While his injuries are not considered dangerous, they were so serious as to prevent his further participation in the events of the evening. The accident was a spill in which King and John Bedell also were involved. Kramer was thrown against a post with such force that he was stunned. He received several cuts and bruises.

The race was won by Iver Lawson, with Root second, McFarland third and Fenn fourth. Time, 23:53 1-5.

Following is the summary of the other events:

Half-mile handicap—Won by McFarland. Time, 0:57.

Two-mile lap race—Won by Root; Lawson, second; Fenn, third; Bardgett, fourth. Time, 4:11 1-5.

QUALITY THE KEYNOTE

How and Why Low Price is not of Lasting Influence and Effect.

When a customer has once been educated to quality he will seldom return to the masses who seek shoddy and sham goods at split-penny prices, says Printer's Ink. Teach a man to wear good clothes, to drink pure liquors and wines, to register at a high class hotel; teach a woman to buy solid furniture, to demand the best grades of food and to patronize a dressmaker who is an artist; teach them both to spend money with a reasonably open hand for necessities or pleasures, and their spending capacity has been permanently increased. Rather than revert to the bargain hunters, they will increase their earning capacity, and the store that appeals merely to the desire to save pennies will seldom win them away from the store that makes worth the first consideration and pennies the last. It must be admitted, of course, that hundreds of retail advertisers are located in communities where quality arguments would be out of the question—ruinous, in fact. Yet there are many depending wholly upon price arguments in communities that would respond quickly to a campaign of education in the buying of quality commodities. The great force behind the advertiser who preaches quality is the capacity

of every sort of good merchandise to win its way after introduction.

There are thousands of men who do not know the difference between a \$15 and a \$30 suit of clothes, or between a \$3 hat and a \$5 Stetson. There are as many women who have never had a practical demonstration of the difference between good foods and cheap. A trial convinces, while a month of the quality food or a suit of the quality clothing shows the superiority, utility and real saving of the good over the cheap. Quality advertising is sometimes a slow trade builder, but it builds exceedingly strong. The retailer advertising on a quality basis has several lines of argument. He can show, by plain reasoning, that quality goods are better than bargain commodities, and he can also demonstrate the points wherein cheap goods fail, and how costly they are in the long run. He can show readers that, notwithstanding the apparent saving of 25 or 50 cents or a dollar, it is impossible to get something for nothing in the world of business—that all merchandise is sold by a hard and fast business system that makes it impossible for a merchant to give \$5 for \$3—that there is evermore a decided hole in a bargain. He can demonstrate that the difference between two grades of any commodity is accurately determined by experts long before they are offered to consumers—that the difference between 20 cent coffee and 30 cent coffee, for example, has been accurately fixed by growers, jobbers and buyers, who have stud-

ied coffee all their lives, and that the 10 cents variation is not only 10 hard cents from the sellers' standpoint, but represents about 20 cents to the consumer in flavor and strength.

Arguments of this sort will hardly fill a store with people the day after the ad is printed, but they lay a permanent foundation for lasting trade. Quality has been behind nearly every business house that has built up a solid reputation, and is behind some of the greatest advertising campaigns—if not behind those that make the most noise, at least behind those that will go furthest. Many an advertiser—and more particularly retailer—who is now using publicity on a price cutting, competitive basis, would find through systematic experiment that his community is far more susceptible to quality arguments, commodities and prices than he has ever suspected.

Sporting Goods to Help Out.

Slowly but surely the cycle depot is becoming a sports depot, says an English contemporary. This, to our mind, is as it should be; no single department of the general field of pastime can ever be the only prop of a trade, nor is there any reason why it should be. There are big possibilities before the sports depot. Six or eight months of the year the merely cycle depot is a dead letter for business of a paying nature. The demand for athletic and sports appliances is a rapidly growing one, and one which seems likely to go on growing! and as it is a demand which the cycle trade has at least as good a right to as any other trade, we do urge traders for their own sakes to give the matter more than passing thought.

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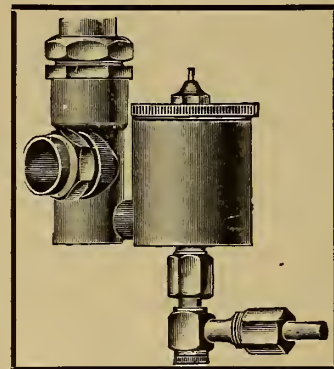
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STINSON'S LUCK CHANGES

The Battered Cyclist Wins at Twenty Miles in Providence, Against Munroe and Nelson.

Will Stinson's luck changed at Providence last Saturday night, and he won a twenty-mile motor paced race after a contest which was sharp from start to finish. Although no records were broken, the event was one such as can be thoroughly enjoyed, for Bennie Munroe and Joe Nelson were both in it to win, and it was anybody's race up to the last mile.

Stinson, paced by Hoffman, drew the pole on the toss. Munroe, with Jed Newkirk in front, was next, and Nelson, following James J. Hunter had the outside. A flying start was made, and it was a very fair one, Stinson having a slight advantage which he clung to in spite of Munroe's repeated efforts to pass him. Munroe exhibited more speed than was expected, while Nelson, whose admirers expected that he would make a great run, was lacking either in steam or pace, but was at the same time always a factor in the contest.

Munroe tried for a pass in the first mile, but Hoffman pulled the leader out of danger. In the third mile Munroe was almost on Stinson's wheel in his third effort to pass, but he failed also in this attempt. Up to the fifth mile this condition remained unchanged, and it was a race for fair. Munroe would crawl up to within ten yards of Stinson's wheel occasionally, but the wily Hoffman would loosen a trifle and Stinson was there with the goods. Meanwhile Nelson plugged away in earnest, and in the ninth mile the three riders were about equal distances apart, Nelson finally passing Munroe.

In the fifteenth mile Stinson was about a half lap ahead of Nelson, but Munroe was tagging on thirty-five yards behind and making a game play. Munroe, in the eighteenth mile, made a spectacular run up and tried to pass, but Stinson staved it off and pulled ahead for another lead of fifty yards. Nelson was fairly in Stinson's sight on the stretches when the gun for the last mile was fired, and a strong sprint by Stinson brought them together on the bell lap. There was one attempt to go by, but Nelson held on, and Stinson, having the race in hand, dropped from his motor and finished unpaced.

There were two other events on the card. The summaries:

Two-mile handicap—Won by F. Keighley, Providence (80 yards); Hubert Martin, Providence (100 yards), second; J. J. McKinnon, Boston (30 yards), third; L. A. Stoughton, Lynn (70 yards), fourth. Time, 4:15 1-5.

Ten-mile open—Won by Adam Byerman, New York; J. J. McKinnon, Boston, second; Sam Sulkins, Boston, third; M. F. O'Brien, Lowell, fourth. Time, 36:45 4-5.

Twenty-mile, motor paced—Won by Will Stinson; Bennie Munroe, second; Joe Nelson, third. Time, 27:01 1-5. Time by miles,

1:22, 2:44 1-5, 4:07 3-5, 5:30 2-5, 6:51 1-5, 8:12 3-5, 9:35 4-5, 10:58 1-5, 12:19 4-5, 13:41, 15:02 3-5, 16:24, 17:45 4-5, 19:06 4-5, 20:28 2-5, 21:49 3-5; 23:11, 24:32, 25:51 3-5, 27:01 1-5.

Champion Again Wallops Walthour.

Albert Champion and Bobbie Walthour were the contestants in a twenty-mile motor paced race on the Revere Beach track, Revere, Mass., last Saturday, and the result was Walthour's third defeat by Champion during the present season.

The men made flying starts from opposite sides of the track, Champion having the best of the argument, and having an advantage of half a lap until in the fifth mile his rear tire was punctured. In dismounting he fell and struck his nose so forcibly as to cause it to bleed. The bleeding continued throughout the race, but the Frenchman did not permit that to beat him.

In the sixth mile Walthour also got a



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

puncture and lost four laps before he got going again. Champion then had his former lead of half a lap, and he slowly increased this advantage until in the fourteenth mile he was one and one-third laps to the good. From this point until the finish of the race it was a hard fight between the pair, but neither man could gain an inch on the other. Champion finished one and one-third laps to the good. His time for the twenty miles was 27 minutes 17 4-5 seconds.

F. L. Partridge, who sustained concussion of the brain from a fall several weeks ago, was entered for the ten-mile open handicap event. In warming up he ran into a spectator and was carried to the dressing room. There it was found that his only injury was a bruise over one eye.

Great Going on a Motorcycle.

In a race last week on the Canning Town track, London, England, T. Tessier, in a five-mile handicap race, covered the distance in 5 minutes 44 2-5 seconds. During Tessier's heat he covered a mile in 1 minute 44 5 seconds, and in the final in 1 minute 42 5 seconds.

HILLSIDE'S SUNDAY RACES

A Whistle Instead of a Pistol for the Starter to Insure Sabbath Stillness.

The bicycle races at the Hillside track, Belleville, N. J., were attended last Sunday by a crowd estimated to number about 4,000. It was the first meet after the failure of the Civic Association of Belleville to secure through Guy MacConnell a court order which would put a stop to the races. The order obtained prohibits the Hillside Bicycle Track Association from using or permitting its track to be used "for the purpose of conducting bicycle races therein, so that a nuisance may be occasioned to the annoyance and injury of the complainants at their residences by the firing of a pistol or resulting from the presence of noisy or disorderly persons on the said premises, or on the highway in front of said premises or on the vacant land lying between said premises and the residences of the complainants, collected by such races." Counsel for the complainants wanted the playing of the band specifically mentioned in the order, but Vice-Chancellor Stevens said it was included in the "noisy and disorderly persons" phrase.

At the track the only perceptible result of this order was that a whistle was blown to start the races, instead of a pistol shot, as formerly. The management did not interpret the order as including musicians in the category of "noisy and disorderly persons," but had a band present as usual. It may have appeared to some people that the spectators were unusually well behaved, but they were not more so than such crowds are ordinarily. They may have restrained their enthusiasm somewhat. It is certain, however, that no opportunity was afforded members of the Civic Association, who were watching for it, to secure ground upon which to charge the management with contempt of court.

Frank Kramer and Iver Lawson each won a race, the champion winning the five-mile open professional, and Lawson capturing the one-mile handicap. In the first mentioned event Kramer teamed with Fenn, Lawson with McFarland, Bardgett with Galvin, Krebs with Hadfield, and the Bedell brothers with each other. Hadfield won five of the lap prizes, and was in a fair way to win the sixth when Krebs sprinted ahead of him over the tape, literally snatched it from him and looked back tauntingly at the partner whom he had thus outdone. This was in the early part of the contest.

The race was a pretty piece of track manœuvring as a test of speed. From the start Fenn, the team mate of Kramer, and McFarland, Lawson's pacemaker, looked out for the interests of their partners, piloting the latter through the dense field and always keeping them placed in the most advantageous positions. After gaining the summit of the hill at the three-and-a-sixth-mile mark,

POSITION OF SADDLES

Its Important Part In Comfort-Giving Qualities—Fore and Aft Adjustment.

Hadfield unwound a sprint and tried to establish a big gap between himself and his pursuers. Fenn, however, blighted the former's aspiration by letting out an additional notch of speed, and, followed by the bunch, rapidly overhauled the Newark rider. The field then remained bunched until the bell lap, when McFarland and Lawson forged to the front. In a twinkling Fenn and Kramer pulled up to the side of the Western pair. At the turn into the homestretch Kramer and Lawson abandoned their team mates, and, riding abreast, had the battleground all to themselves, the other riders holding back, seeming content to watch the final struggle between these two king cyclists. The prevailing conditions at that period were the same as in a match race. Kramer and Lawson rode neck and neck until within ten yards of the tape, when the champion, exerting his reserve speed power, edged to the fore and dashed over the ribbon the winner. After Lawson followed Bardgett, then Fenn, and then Menus Bedell. George Collett, the New Haven rider, who just returned from France, where he met "Major" Taylor, Owen Kimble and all the European stars, was a competitor in the race, but failed to finish in the money.

In the mile handicap the furthest men were out only a hundred yards from scratch, and the field bunched at the end of the first lap. Kramer got tangled with the rear men and cut no figure in the race. Krebs, on the pole, led at the head of the stretch, with Bardgett and McFarland following, and Lawson fourth. Lawson was on the outside, but sneaked the pole in the last twenty yards, and won by two feet. Bardgett got second place, Krebs coming in third.

Fred Ernst captured both of the amateur events. George Glasson's chain jumped the sprocket in his trial heat in the two-mile amateur, and he was thus shut out of the race. The summaries:

One-third mile, novice—Won by John Heller, Brooklyn; W. Zanes, Newark, second; W. B. Van Piper, Newark, third. Time, 0:47 1-5.

Two-third mile, open, amateur—Won by Fred Ernst, Rochester; Teddy Billington, second; Oscar Goercke, N. A. C., third; Joe Fogler, N. A. C., fourth. Time, 1:36.

Two-mile handicap, amateur—Won by Fred Ernst, Rochester, 90 yards; Oliver Dorlon, Manhattan Beach, 60 yards, second; C. L. Hollister, Springfield, 150 yards, third; G. C. Cameron, Brooklyn, 150 yards, fourth. Time, 4:48 1-5.

Five-mile pursuit race, between Elias Sindle, Dundee Lake and Robert Meyers, Preakness, N. J.—Won by Sindle in three and one-sixth miles. Time, 8:17.

One-mile handicap, professional—Won by Iver Lawson, scratch; Walter Bardgett, 40 yards, second; Floyd Krebs, 40 yards, third; F. A. McFarland, scratch, fourth. Time, 2:06 3-5.

Five-mile, open, professional—Won by Frank L. Kramer; Iver Lawson, second; Walter Bardgett, third; W. S. Fenn, fourth. Time, 12:12. Lap prize winners: Hadfield, 5; King, 4; Bardgett, 2; Fenn, Armbruster and McFarland each 1.

There can be no doubt that in the early days of cycling, and even in the commencement of the "safety" period, riders devoted a good deal more attention to the details of their machines than is now customary. For instance, no cyclist of those days would have been contented to ride his new machine without carefully going into the matter of position, and very often altering the adjustment of the saddle, not only vertically, but horizontally, until he assumed approximately the same attitude as upon his old mount. Even this did not suffice, for the careful man would take infinite trouble to try various positions and adjustments of the saddle upon each new machine, in order to ascertain the best for that particular bicycle. Indeed, very few then thought of riding far on the new machine on the day it came home, but were content with comparatively short rides and many stoppages for saddle adjustment. And yet it must not be supposed that this was due to any inherent defects in the saddles then supplied, because, as a matter of fact, they were quite as comfortable as the best now obtainable, and occasionally even more so. Weight did not enter into consideration in choosing a saddle, and the springs were really good, and, on the machine itself, entirely independent of the saddle. In some measure these springs were largely responsible for the expenditure of trouble in finding the correct adjustment and placing of the saddle, but this was not wholly the case, says a writer in the Cyclist.

The truth lies in the fact that, in spite of inferior cycles, the riders of those days went further, and often travelled nearly as fast as those of the present time, that is to say, at least the rank and file as apart from racing men. Therefore, the correct position of the saddle was a most important matter, and it has always been a personal one, for which it is impossible to give a hard and fast rule. A position which suits one rider may prove very uncomfortable and slow if adopted by another; yet at the present time machines are sent out with the horizontal position of the saddle set, and not one purchaser in a hundred does more than raise or lower the seat pillar until his or her reach is attained. Very often there is some doubt as to that reach, and the saddle is set at an approximate height. Yet in actual riding, so far as comfort is concerned, the horizontal adjustment of the saddle is fully as important as the vertical, but it is more difficult to attain, and quite impossible to instruct upon. Some riders seem better suited by a vertical position, in which the peak of the saddle is practically over the crank axle, while others undoubtedly ride better and more easily with the saddle some distance behind a vertical line.

Personally, I prefer a moderately backward position, but I cannot assert that it is best for everybody. It suits me because I prefer to employ muscular power in propelling the machine, and also to ankle considerably, and both these actions are rather apt to be spoiled by a vertical position. Moreover, I like really to sit on the saddle, and not merely to balance myself across it, and step from one pedal to the other alternately, in the manner noticeable when the extremely forward position is adopted. Very likely most people will be suited by a medium position of the saddle, but, as the fact is not certain, it is as well to carry out some personal experiments in the matter. With these the first thing to do is to obtain the correct reach, making certain that it is an easy one, and does not entail any stretching after the pedals. A good many cyclists ride with their saddles too high, and lose power accordingly. When the vertical reach has been ascertained approximately, experiments may be made to find which is the best horizontal position for the saddle. It may possibly take a whole day to do this, and even then there may be doubt, but in the end the time will be well expended.

Commencing with the vertical position, the saddle, after each short trial over a few miles of road, embracing, if possible, at least one fairly steep hill up and down, may be put slightly further back, the operation being repeated until it is felt that there is a loss of power, and that, although the position is comfortable enough down hill, it feels somewhat strained when hard work has to be done. In this connection I may remark that, as a rearward position means that the muscles are employed under somewhat different conditions, the actual power should be noted, and also the general comfort, ignoring any slight feeling of tiredness about the knees, which may become apparent if the rider has been in the habit of riding with a very forward saddle. When a stage has been reached where there is a perceptible loss of power, the saddle must be brought a little forward again. In each case, if the movement be at all great, the saddle pillar ought to be very slightly raised or lowered in order to keep the vertical reach the same when the forward or rearward position is adopted.

Another very important matter is the correct tilt of the saddle, and this depends very largely upon the pattern employed. Some saddles are never comfortable—at any rate, to my thinking—unless they are tilted at an angle which looks bad when the rider is off the machine, and practically in all cases it will be found that the peak should be raised considerably. This has the effect of throwing the weight of the rider somewhat further back, so that this adjustment should really be made before finally deciding upon the horizontal position of the saddle.

Sheridan Miles, a son of Lieutenant-General Nelson A. Miles, was arrested at Easthampton, Long Island, on Wednesday for riding the sidepaths without a license tag displayed upon his bicycle. On his plea of ignorance concerning the local law, Judge John Mulligan discharged him.

There's no longer an excuse for the man who wants one, but who "can't afford a motor bicycle."

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How Lawyer Minturn Keeps In Trim.

An oldtime bicyclist for whom the bicycle has never lost its charm is Corporation Counsel James F. Minturn, of Hoboken, who takes his regular morning spin every day, summer and winter, when the roads are fit for riding, and sometimes when they are not. He is big, brawny and the picture of health, and his health he ascribes in large measure to the exercise obtained in bicycling. Ten or fifteen miles is his normal ride, but he frequently goes twenty or thirty miles, to get up an appetite for breakfast.

"S metimes I feel so fine when I get out on the road that I hate to get back to my office," Mr. Minturn says. "There have been times when I would not get back to breakfast until 8 or 9 o'clock, and on some occasions I have stolen half a day from my work, just taking the precaution to call up on the 'phone, to see that things are all right. I began to ride the wheel before the craze, and I am just as loyal to it as ever; maybe a little more than ever. It's great exercise, and the advantage it gives in the way of learning to be familiar with the surrounding country is very fascinating."

The ride usually begins at 5 o'clock in the summer, though short spins are sometimes started at 6 o'clock. The rider eats only a couple of crackers or something very light before starting. After the ride he takes a bath, and is then prepared to help swell the funds of the beef and flour trust, or any other old trust that happens to deal in articles that are used on a well regulated breakfast table. As to the charm of bicycling, Mr. Minturn says:

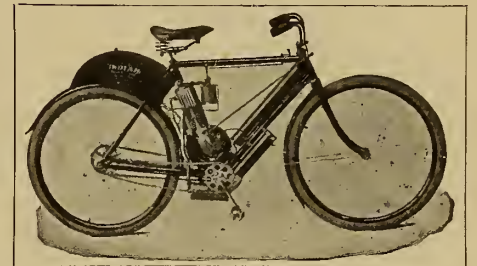
"I like to play ball or push a wheelbarrow, or anything of that sort for exercise, but I don't have much opportunity to play ball, Mr. McGraw not having sent for me this year; and the modern delivery wagons save me from using a wheelbarrow for meat and groceries, so I cling to my faithful old wheel. And then, too, there is that fascination to see, and to know the country that puts the wheel ahead of all other sport. Why, I get so used to seeing some men go to work in the early morning that I am on speaking terms with almost every man in North Hudson. I feel that I know almost every stone on the Boulevard, and where it should lie. I know other rides pretty well, too, and enjoy them all."

The fall is one of the most enjoyable seasons for riding, according to Mr. Minturn, but the spring and the early mornings in summer also hold a tender place in his heart. The riding in the winter time is rather irregular at times, though there are times even then when he can take a spin twenty or twenty-five times in a month, though fifteen mornings is a very generous average for the winter months.

A big relay race is contemplated for Labor Day by the Garden City Wheelmen, of San Jose, Cal., who have issued a challenge to the Oakland Wheelmen. It will be a twenty-five mile race, five men to each team, and each man riding five miles.

You've Often Heard the Remark,

"The Indian certainly is a great motor bicycle."



It usually is the remark of men who do not own Indians; they can't help making the admission.

The men who ride Indians call it the greatest motor bicycle. You all know why. If you don't we'll be glad to tell you.

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SPRINGFIELD, MASS.

Winnings of Antipodean Speedmen.

In a review of the 1902-3 racing season the Australian Cyclist says that the aggregate of the stakes offered for the season 1902-3 was approximately \$33,000. Handicap races secured in the neighborhood of \$20,000, while scratch events were allotted close upon \$5,750. Motor races and motor paced contests secured well over \$4,500, while road races were responsible for upward of \$2,000. The previous year's figures are exceeded by about \$4,500, when \$28,500 was the amount competed for in all classes of events.

The first class riders won 47 per cent of the prize money, D. J. Walker heading the list with total winnings of \$2,090.

Odd Scoring of Match Races.

A peculiar method of scoring is used in European heat match races. In each heat the men are charged with points for their respective finishing places—one point for first, two for second and three for third. These are added together, and the man having the smallest number of points is declared the winner. Thus if A gets second in the first heat and first in the second and third, he receives 4 points. The result is the same as in the usual way, but the system is an odd one.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

When Conviction is Certain.

Justice Turner, of Glens Falls, N. Y., occupies an office of unpretentious capacity which takes on the aspect of a bicycle store when the magistrate gets on the warpath after violators of the law. Justice Turner acts as constable when he catches a bicyclist riding on the sidewalk, and arrests the offender himself.

Sometimes there are several bicycles in the justice's office at once, held as security for the fines which he has imposed. In cases when he makes the arrests himself the fine is inevitable, as under the circumstances the sitting magistrate naturally places implicit confidence in the testimony of the arresting officer.

How Thomas Delivered the Wagon.

Thomas B. Hetfield, a son of "Uncle" Dan Hetfield, of Rahway, N. J., made novel use of his bicycle on Sunday, August 9. His father had sold a trotting wagon to a Mr. Rundolph, who lives a number of miles from Rahway, and the vehicle was to be ready for delivery on the following Monday morning.

Young Hetfield undertook to deliver the wagon on Sunday, and surprised the purchaser by appearing with it on that day. Instead of a horse, there was a bicycle between the shafts, upon which the boy had pedalled all the way, drawing the wagon along. Five miles of his journey were made over heavy dirt and sandy roads.

Bicycle Day At Bergen Beach.

A "bicycle" day was arranged at Bergen Beach last Tuesday by the management, and tickets were distributed for admissions to the attractions there. Two silver cups were offered, one for the club having the most members present, and the other for the club having the most members present in uniform. The Century Road Club Association had seventy-six riders on hand, and forty-nine of them were in uniform. Their closest competitor was the Penn Glen Wheelmen, who had eighteen members out, all in uniform.

Preparing for Famous Function.

The annual Wheel About the Hub will take place this year on September 11, 12 and 13. J. J. Fecitt, W. G. Kendall and W. B. Everett are the committee of the Boston Bicycle Club in charge of the famous old function. They have sent out a preliminary notice, and will issue a descriptive circular about September 1.

Henry Kenett, of Freeburg, Mo., started for a 400-mile bicycle tour on August 11, carrying a small sack of provisions and a blanket. His plan was to see the country travelling through the States of Missouri, Illinois and Kentucky, and camping wherever night overtook him.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

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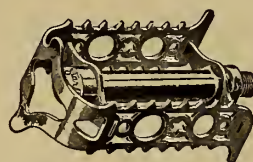
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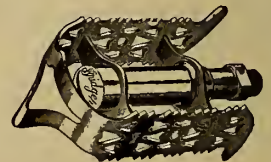
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The Week's Patents.

735,329. Vehicle Wheel. Reuben O. Wilcox, Wichita, Kan. Filed February 24, 1903. Serial No. 144,809. (No model.)

Claim.—1. A wheel having springs on the inner side of its rim provided with volute arms, the ends of which are normally spaced from the intermediate portions of the springs and are free to move toward and from the same, and spokes attached to the intermediate portion of said volute spring arms, substantially as described.

735,923. Sparking Device for Gas Engines. James M. Wilson, Battle Creek, Mich., assignor to the Electric Sparking & Illuminating Co., Battle Creek, Mich. Filed January 29, 1902. Serial No. 91,675. (No model.)

Claim.—In an automatic sparking device for gas engines, an electromagnet, an armature responsive thereto within the cylinder of the said engine, a contact within said cylinder controlled by said armature, a circuit containing said magnet adapted to be interrupted by said armature, and a means for subsequently short circuiting said magnet by the operation of said armature.

736,025. Detachable Valve and Implement for Attaching Same. Robert W. Sampson, Quebec, Canada, assignor to Louis Schwab, Newark, N. J. Filed October 7, 1902. Serial No. 126,364. (No model.)

Claim.—The combination, with a flexible fabric, of a valve body passing through the same, a detachable shoe to engage with said valve body beneath said fabric, a detachable cap engaging with said valve body above said fabric, and means to clamp said cap and shoe toward each other and against opposite sides of said fabric, substantially as described.

736,129. Variable Gearing for Bicycles or the Like. Frank Mitchell, London, England. Filed August 2, 1902. Serial No. 118,089. (No model.)

Claim.—In variable gearing for bicycles and the like, the combination of a crank bracket, a spindle, cranks carried by the spindle, a part rotating with the cranks and spindle, a fixed plate carried by the crank bracket, a bearing movably mounted with relation to the fixed plate, means for operating said movably mounted bearing, a clutch plate rotating on said movably mounted bearing, a clutch path on said clutch plate, separate blocks working in connection with said clutch path, oppositely arranged inclines in said blocks, balls acting between the inclines and clutch path, and rods connected at one end to the friction clutches and at the other end to the rotating part, substantially as set forth.

Plain Speaking to an Inventor.

Plain speaking with a vengeance marks the reply of the New Zealand Wheelman to a correspondent who inquires about a patent.

"We have had a squirt at the drawings of your alleged invention. The idea isn't at all new. Nor is it any improvement on the rotary pedals. If you will take our advice you will not waste your money, if you have any (which we very much doubt, judging by the long deferred payment of your subscription) on your freak bicycle. However, if you are still bent on having the thing made, you ought to try Oates, Lowry & Co. They have had a lot of experience with cranks, and will doubtless be able to fix you up," it says.

Locks for Heads and Handlebars.

The great importance of the head and handle bar adjustments has from time to time led to attempts to produce something better in the shape of a double lock—a separate lock for head and handle bar. The idea has made little headway. This year the Rudge-Whitworth—that most American of English machines—has an adjustment of this character.

The head fastening is effected by a cone and a locking ring like any ordinary cone-adjusting bearing. The handle bar, however, is locked by an unusual device. Inside the upright stem of the handle bar is a metal cone. A long bolt, or, rather, rod, with The hexagonal head is located in the handle bar stem and screws into this wedge. The hexagonal head will be noticed in the middle of the handle bar. When this long rod is tightened by a spanner the wedge is pulled up and expands the bottom part of the handle bar stem so as to grip the inner head tube internally. When the long rod is loosened the reverse takes place, and the handle bar is freed for purposes of adjustment. In other words, an internal fastening device, such as is in almost universal use on American machines, is employed and is regarded as "something unusual."

Shergold Dies in Workhouse.

In the Gloucester (England) workhouse a few weeks ago died George Shergold, aged seventy-five years. He will be recalled as the alleged inventor of the safety bicycle, the machine constructed by him having been exhibited at the 1900 Stanley show. A fierce controversy raged at the time over the claim.

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| " Toledo | 5.55 A.M. | 8.25 " |
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The Bicycling World

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In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, August 29, 1903.

No. 22

SWINGING INTO LINE

More Than Forty Manufacturers Subscribe to "Detroit Plan" as Outlined by Jobbers.

It now appears probable that the "Detroit plan," so-called, will prevail throughout the trade.

The "plan," which was first broached at the meeting of the jobbers' organization, the National Cycle Trade Association, at Niagara Falls, in July last, constitutes, in brief, the idea of requiring manufacturers to sell goods only to those jobbers who maintain the fixed prices. The moment a charge of price cutting is lodged, the accused is investigated by the member of the association's grievance committee located in his district, and if guilt is proven it is incumbent under the agreement for all manufacturers of the articles of the nature involved to turn their backs on the culprit. Thus the cutting of price on, say, a particular tire, means that not only that tire but all other tires covered by the agreement will be refused the offender. To obtain them, or any of them, he must thereafter pay the full price; discounts will be denied him.

At the Niagara meeting the executive committee was authorized to put the plan in partial operation so soon as the signatures of twelve manufacturers were secured. These were readily obtained, and the scheme, as stated, has since been in force on a limited scale.

There were manufacturers who scoffed the idea—and there still may be scoffers—but it is undeniable that so generally have they fallen into line that the success of the plan is now placed beyond doubt. It was learned this week from an authoritative source that more than forty parts and sundry manufacturers have "signed up," with several more in immediate prospect. It has not yet been decided whether or no the names of the signatories will be made public.

No bicycle makers are yet included in the list, but "influence" in that direction is about to be applied.

Carr in Financial Straits.

James J. Carr, dealing in bicycles in Ithaca, N. Y., is in financial difficulties. His debts amount to \$4,480.43, while his assets total but \$3,957.88.

Johnson Gets Paris Branch.

The Paris branch of the Pope Manufacturing Company has a new manager, W. C. Johnson, an old "Pope man," and for many years connected with the factory at Hartford. He succeeds Titus Postma. The change was made very quietly. Mr. Johnson sailed for Paris nearly a month since, no news of his departure being permitted to be given out, although the transfer was of sufficient importance to justify the presence of Colonel Pope's son, Albert L., who accompanied Mr. Johnson, and who has not yet returned.

Corson Removes From Boston.

E. H. Corson, manager of the Automobile & Motor Cycle Co., has removed his office from Boston to his old home, East Rochester, N. H. He himself is now swinging around the New England circle on his motor bicycle, talking Mitchells and Merkels, and incidentally obtaining subscriptions for the Bicycling World, and also for the Motorcycle Magazine.

Fred Fulton a Victim of Typhoid.

Fred H. Fulton, purchasing agent of the Eclipse Machine Co., and son of President H. H. Fulton, died at home in Elmira, N. Y., on Thursday morning last. He was a victim of the epidemic of typhoid fever which has afflicted the city. Fulton was a bright, energetic, clean cut young man of no little promise. He was married only about a year since.

Sisson Confesses Insolvency.

J. W. Sisson, Gloversville, N. Y., who dealt in bicycles and sporting goods on a rather large scale, has confessed insolvency and voluntarily applied to the bankruptcy court for relief. His liabilities are estimated to be \$10,000 and his assets half that amount. A hearing is to be held in Utica on September 8.

Exchanging the Certificates.

Holders of the certificates of the Central Trust Company of New York, issued for bonds and stock of the American Bicycle Co., have been notified that they will receive, upon surrender of their certificates of deposit, trust certificates representing stock of the Pope Mfg. Co.

TRYING TO COMBINE

Report of Effort to get Coaster-Brake Makers Together is Confirmed.

That efforts really are again being made to effect a coaster brake combination, as was intimated in last week's Bicycling World, is now certain. It cannot be said, however, that the effort has made substantial headway, or, indeed, that it has taken definite shape.

A conference of some of those interested occurred last week, and another and larger gathering was planned for this week, but a sad occurrence in the family of one of the chief parties in interest necessitated a postponement. The meeting, however, will probably occur within the next few days. What will come of it cannot, of course, be foretold; but the chance and lukewarm remark of one of those who had been approached, "I'm willing to listen to a proposition of almost any sort," appears to afford an inkling of the probable result.

Two Courts Fix Receivers' Fees.

The United States Circuit Courts for New Jersey and for Connecticut have finally fixed the fees of the receivers of the American Cycle Manufacturing Company. In the former State they were allowed \$30,000, or \$10,000 each, and in Connecticut A. L. Shipman, who served with Colonel Pope and R. L. Coleman, was awarded \$2,500. A like sum was given him for his services as a receiver of the American Bicycle Company.

Pugh to go it Alone.

The old firm of Pugh & Rottman, Terre Haute, Ind., has been dissolved by mutual consent, W. G. Rottman taking the sewing machine end of the business, while C. G. Pugh will go it alone with bicycles. Each assumes the debts and accounts of his particular interest.

Wrenches Will Cost More.

The time to purchase the famous B. & S. Model 97 pocket wrench is now; on November 1 the Billings & Spencer Co. will withdraw existing quotations and put new figures into effect.

DUTCH IMPORTER HERE

Talks Interestingly of Situation Abroad and Points out Some American Shortcomings.

Johan Koopmans, the head of Johan Koopmans & Co., Amsterdam, Holland, is in New York this week. Mr. Koopmans's firm has handled American bicycles for a number of years, and he is here to close contracts for the ensuing year.

While he has small complaint to make regarding the general conditions in his country, the wet spring that prevailed greatly curtailed sales.

With a population of but about four million, Holland, he states, is practically a battle ground for the cycle makers of all nations. Not to say America, England, France, Germany, and even Italy are active seekers for Dutch favor. And as Holland itself has several bicycle factories of considerable size, competition is as keen as a knife's edge. If America is able to sell one thousand bicycles there in the course of a season, Mr. Koopmans states, it should be reckoned a good trade. The Germans are particularly aggressive, and are making great headway. They are not only willing to meet the purchasers' ideas regarding equipment, but make good bicycles and sell them at low prices. Mr. Koopmans admits that he himself is negotiating for a German agency. The American makers with whom he has dealt are inclined to assume a "take it or leave it" attitude, and to make no changes in their models to meet Dutch ideas.

"If our bicycles sell in France, you ought to be able to sell them in Holland," was about the language which he said the Americans used to explain their arbitrary attitude.

Mr. Koopmans cited the half-inch pitch chain as an example. The demand for it in Holland is overwhelming, amounting practically to the proportions of a craze; but, despite his insistence, he has been unable to have such chains fitted to his American bicycles. The German policy is just the reverse. They are at all times ready and willing to meet purchasers' views, and the difference in their low priced and high priced wheels is more apparent than is the case with the American product. On the latter, he said, a slight difference in weight, small tubing, a fancy sprocket wheel, a light chain and saddle and \$10 in price comprise the chief differences between the high and the low grades. In the German bicycles, not only do they differ in such details, but great stress is laid upon the difference in bearings and crank brackets, the latter usually being so different as to be observable at a glance.

Mr. Koopmans has had no little trouble due to bad enamelling and poor packing, and in fact stated that the wheels of earlier years had given him less trouble than the more modern ones.

The job lot wheels which had been un-

loaded on the foreign market had naturally affected the trade in Holland, but Mr. Koopmans said that they were not without some good effect. While detachable tires are practically in universal demand, the job lots were fitted with double tube cemented tires, and the replacement of these had enabled Koopmans & Co. to dispose of several hundred of such American tires each year which otherwise never would have been sold.

The disposition not to supply brakes and mud guards was another American failing. In many places in Holland the law requires the use of brakes, but it appeared difficult to impress the fact upon the American mind. The coaster-brake, however, promises to solve the problem. During the last year it has gained some headway, and there is every sign that the demand will continue to increase each year.

Motorcycles were also coming into use, and while his house had not yet handled them, Mr. Koopmans was sufficiently interested to express a desire to inspect the better known American machines.

New Solder for Aluminum.

Soldering of aluminum presents considerable difficulties owing to the chemical peculiarities of the oxide of aluminum and to the great specific heat and thermal conductivity of the metal. By means of a Swedish soldering method forming the object of a recent invention the hitherto experienced drawbacks are obviated. The characteristic features of this method consist in the soldering being effected in two operations without the use of acid or any other flux, and by means of soldering metals having approximately the same electro-positive character as the aluminum itself, for the purpose of avoiding any galvanic effects at the place of soldering.

The method consists of the soldering surfaces being first in any well known manner cleaned by filing. A thin layer of zinc is then spread upon the clean aluminum surfaces under the application of heat—for instance, by using a soldering lamp, electric current, or the like, and simply rubbing a strip of zinc along the surfaces. A suitably thick and even layer of the aluminum-zinc alloy is now spread on the soldering surfaces, which are then pressed against each other and heated until the alloy begins to melt, while impurities and superfluous soldering material are removed by rubbing the two parts against each other, whereupon the soldering is finished.

The alloy is made by melting together about one part of aluminum with two and one-half parts of zinc.

The soldering forms an aluminous joint that intimately combines with the aluminum of the soldering surfaces, so that the soldering, chemically as well as mechanically—for instance, as regards forging—essentially has the same properties as the aluminum outside the solder point.

Stearns Plant Sold for \$42,000.

At the A. B. C. receiver's sale of the old Stearns plant in Syracuse on Wednesday the property was bid in by Colonel George Pope; he paid \$42,000 for it.

GERMANS' BEST MARKETS

How the Teutons Business has Increased and Where its Customers are Located.

The export of bicycles from Germany show a remarkable increase. It amounted in the first half of this year to 1,424 tons, worth \$2,380,000, against 1,112 tons, worth \$1,832,000, in 1902, and 1,118 tons, worth \$1,642,000 in 1901. The most important consumers of German bicycles together with the duties which are levied on machines therein, calculated ad valorem, are given below for the first half of 1901 and 1902:

| | Duty. Per cent. | Exports in first half year of— | |
|-------------------|--------------------|-----------------------------------|-----------------|
| | | 1901. Dozen. | 1902. Dozen. |
| Belgium | 12 | 741 | 854 |
| Denmark | 10 | 1,352 | 1,932 |
| France | 12 | 447 | 911 |
| Great Britain.... | Free | 1,099 | 1,696 |
| Italy | 16 | 465 | 497 |
| Netherlands | 5 | 1,492 | 2,575 |
| Norway | 12 | 191 | 150 |
| Austria-Hungary | 25 | 1,331 | 1,647 |
| Russia | 19 | 1,074 | 1,092 |
| Sweden | 15 | 1,144 | 751 |
| Switzerland | 4 | 1,125 | 1,330 |

Of the above mentioned States, Austria-Hungary levies the highest duty. In Germany the present duty on bicycles amounts to only 2½ marks (\$5.71) for 220 pounds, or, taking the value of the machine at \$47.60 and estimating eight machines to 220 pounds, only 1½ per cent duty ad valorem.

According to the pending tariff bill, the German duty will be raised to 150 marks (\$35.70) for 220 pounds, which will amount approximately to an average duty of 10 per cent ad valorem.

Claimed Better Than Aluminum.

German papers report the discovery by Edward Molland, a Frenchman, of a new metal called selium. The discoverer claims that selium costs but one-twelfth as much as aluminum and is lighter and stronger. It does not rust, is cheap, and it is capable of a fine polish, resembling nickel. Its density is 2.6 and its hardness not quite that of iron, but greater than lead or zinc. Its power of resistance is said to be greater than that of iron, but less than that of steel. The melting point is at 1,600 degrees (C.). In melting it contracts somewhat, but molding in forms is not impossible.

The Retail Record.

Topeka, Kan.—James Kirchner; new repair shop.

Philadelphia, Pa.—Frank Chamberlain; fire, total loss.

Bangor, Me.—Bangor Sporting Goods Co.; fire, loss \$2,000.

Jacksonville, Fla.—R. B. Porter; repurchased old business.

Gloversville, N. Y.—John W. Sisson; gone into voluntary bankruptcy.

Terre Haute, Ind.—Pugh & Rottman dissolved; C. G. Pugh continues.

Searsport, Me.—C. H. Irving; bought out C. H. Monroe and opens new store.

MOTORCYCLES FOR A SONG

Endless Chain Scheme in Operation for Selling Unnamed but Suspected Machines.

Any scheme offering opportunity to secure an article of value for nothing should provoke suspicion. People who have such articles to dispose of must realize some profit out of their transactions, or it would be unwise to continue in business. They are not in it for the benefit of their health, and there are more interesting methods of obtaining recreation; and, this being so, it follows that if they give goods away to any of their customers the other customers have to pay for them. In view of all this the following advertisement appearing in a daily newspaper is interesting:

MOTORCYCLE.—If you can sell 10 tickets, at \$1 each, I will secure you a 1903 3 h. p. guarantee motorcycle.

BURNS, ——— ave., Brooklyn.

Such an advertisement as the above would naturally attract attention. It offers a guaranteed 3-horsepower motorcycle for practically nothing. As contrasted with the actual value of a motorcycle, the labor involved in selling ten tickets at \$1 each would be infinitesimal. In fact, admitting that the motorcycle offered is worth having, it would pay any person to pretend to have sold the ten tickets, paying the \$10 out of his own pocket, for that sum represents only a small fraction of what it costs to produce any sort of a motorcycle which will go.

But the deluded individual who thinks such a game possible would find that the advertisement does not mean exactly what it says. In order to get next to the "nigger in the woodpile" which he suspected, a reader of the *Bicycling World* wrote to Mr. Burns for information. The address given in the advertisement was too far for even a "sucker" to swim. The reply to the letter addressed to "Burns" was signed "Joseph F. Byrnes," thus betraying at once the disingenuousness of the advertisement. Mr. Burns, or Byrnes, wrote upon a sheet of ordinary note paper, bearing no business card whatever, and inclosed in his communication a coupon of which the following is a copy:

\$1.00 COUPON TICKET No. ..
OF THE
——— COMMISSION COMPANY.

Upon return of this ticket with twelve (\$12) to THE ——— COMMISSION CO., ———, N. J., we will send you by registered mail a book containing 10 similar tickets. Sell the (10) tickets for \$1.00 each (which returns to you \$10.00 of your \$12.00 paid us). Each person to whom you sell a ticket for \$1.00 must send same to us with \$12.00 for another Coupon Book of ten tickets.

When your tickets have been returned to us, we have then received \$120.00 for your book, and we will ship to you at once your Motor-Cycle Absolutely Free by Freight or Express, as preferred.

(Signed) ——— COMMISSION CO.,
———, ———, N. J.

Upon the reverse of the coupon there is printed the following:

NOTICE.—If a ticket has been lost we will mail you a duplicate. If you have only sold two or three tickets we will pay you 50% of the money paid us and a like proportion as the others come in. Do not sell a ticket to any one who does not intend sending for a Coupon Book, as it will break your chain if they do not send for a Book and cause delay in getting your Motor-Cycle. As soon as the tickets have been returned to us we will acknowledge receipt of same.

——— COMMISSION CO.

This endless chain scheme is not an honest proposition, and a warning against it should be almost unnecessary. Somebody is bound to be fooled by it in the end, and anybody is likely to be fooled by it at the outset. The man who buys a book of coupons may be successful in selling ten of the tickets, but the experiment has cost him \$3 thus far—his outlay being \$1 for his original coupon and \$12 for his book of coupons, while his receipts are \$10 for ten coupons at \$1 each. If the ten persons whom he has roped into the scheme each buys a book he is safely out of the game, of course, and gets a more or less desirable motorcycle in return for his net investment of \$3; but the ten new suckers are angling for a hundred others like themselves, and in the long run the chain is going to break here and there, leaving somebody skinned out of honest dollars.

As to the merit or real value of a motorcycle which can be sold as low as \$120 in this roundabout way, nothing need be said. Desirable motorcycles cannot be bought for any such price, nor is it necessary to adopt any such questionable method of getting a good article upon the market. Nevertheless, it is probable that the ——— Commission Co. would realize much more than \$120 on every motorcycle sent out to the winners in its game, for the broken links in its endless chain are likely to be more frequent than the perfected ones, and each will yield to the company a clear 50 per cent, or more, of any sum from \$12 up to an amount just falling short of \$120.

It is possible that Mr. Burns, or Byrnes, may himself fall a victim to the uncertainty of this method of getting something for little or nothing. He appears to realize this fact, as in his letter to the *Bicycling World's* informant he says: "If you do not care to go into it, please return coupon, as it will break my chain if you keep it."

Cross-Continent Wyman Laid Low.

After crossing the continent unscathed on a motor bicycle, George A. Wyman has been laid low by a pair of stairs. In descending those in the house in which he is stopping at Blue Mountains, Nova Scotia, he slipped and fell the entire length. An abscess resulted which has kept him abed for a week, and which will prevent his seating himself on a bicycle saddle of any sort for several weeks more.

FOR THE ELKES MEMORIAL

Boxes for Contributions and Several Benefit Meets to Help Swell the Fund.

Everywhere the plan for erecting a monument, purchased by popular subscription, at the grave of Harry Elkes, at Glens Falls, N. Y., has been warmly received. The prospect is that when the fund gets fairly to moving it will grow rapidly. The racing men are heartily interested, and willing to do all they can, and road riders in general express their sympathy.

The following have agreed to act as a committee to attend to the details of the movement, and subscriptions will be received by any one of them personally, to be turned over to the general fund in the custody of the *Bicycling World*:

A. G. Batchelder, 150 Nassau street, New York.

A. N. Jervis, 154 Nassau street, New York.
James C. Kennedy, 220 Broadway, New York.

R. F. Kelsey, Boston, Mass.

C. R. Klosterman, Baltimore, Md.

N. E. Turgeon, Buffalo, N. Y.

Harry Hartley, Jacksonville, Fla.

It has been arranged to have money boxes placed near the box offices at the various tracks on race days, and also at other places. It is thought also that a benefit race meet may be held later. Contributions of any amount will be welcomed, and every one should assist. The fund as started stands:

| | |
|--------------------------|---------|
| A. G. Batchelder..... | \$5.00 |
| John C. Wetmore..... | 5.00 |
| The Bicycling World..... | 10.00 |
| Arthur N. Jervis..... | 5.00 |
| S. W. Merrihew..... | 5.00 |
| R. A. Van Dyke..... | 5.00 |
| C. R. Klosterman..... | 5.00 |
| Samuel Brock | 5.00 |
| Total | \$45.00 |

Geer Gets St. Louis-Chicago Records.

After one failure, Harry R. Geer, the St. Louis enthusiast, has finally placed the St. Louis-Chicago road record to his credit. He covered the 372 miles on a Mitchell Mile a Minute in 59 hours 20 minutes 23 seconds, elapsed time. His actual riding time was 23 hours 13 minutes. He spent the first night in Springfield, Ill., and the second in Fontiac. The roads were poor, and Geer lost much time in inquiring the route. In all, he made forty-seven stops.

'Frisco Motorcyclists Organize.

The Pacific Coast Motor Cyclists has been organized in San Francisco with a charter membership of thirty-seven, and these officers: President, J. R. Kenna; secretary-treasurer, B. I. Bill; captain, Samuel Chubbuck.

A motorcycle club in Pittsburg is in prospect. The enthusiastic P. L. Johnson, of the Duquesne Cycle Company, has the movement in charge.

NATIONAL BICYCLES



are built
for all kinds
of service.

They are
ridden
everywhere.

National Cycle Manufacturing Co., Bay City, Mich., U. S. A., MAKERS

MAN OR MOTOR PROPELLED BICYCLES

will be found to run easier and
at less expense if equipped with

FISK TIRES.

A LETTER OR POSTAL WILL TELL YOU WHY.

FISK RUBBER COMPANY, Chicopee Falls, Mass.

BRANCHES:

BOSTON,
604 Atlantic Ave.

SPRINGFIELD,
40 Dwight St.

NEW YORK,
83 Chambers St.

PHILADELPHIA,
916 Arch St.

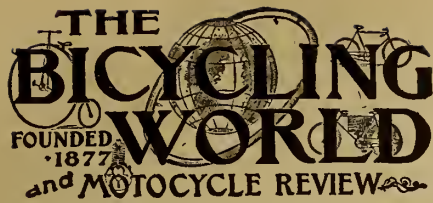
CHICAGO,
52 State St.

SYRACUSE,
423 So. Clinton St.

BUFFALO,
28 W. Genesee St.

DETROIT,
254 Jefferson Ave.

SAN FRANCISCO,
114 Second St.



In which is Incorporated
"The Wheel" and the "American Cyclist."

Published Every Saturday

By

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(154 Nassau Street)

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Change of advertisements is not guaranteed unless copy therefor is in hand on SATURDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, AUGUST 29, 1903

Real Rubber Pedals Wanted.

Now that cyclists are sitting up straight, using rational handle bars, rational saddles and coaster-brakes, cushion frames and other attributes of comfort, it is high time that some attention was given the subject of pedals or, more properly, rubber pedals. The comfort and relief they afford are not to be despised.

At the present time a rubber pedal is a rarity—we mean one of the right sort, not that which incorporates merely a thin slice of hard rubber, but the kind that was in vogue in the days of the high bicycle and during the early youth of the safety—pedals employing fairly generous "squares" or "barrels" of the rubber that is neither hard nor soft, but that retains sufficient elasticity to be grateful to the feet. Riders of the present day scarce know the meaning of such gratefulness; the opportunity should be afforded them.

It is an apparently small matter to which we have previously referred, but we are

thoroughly convinced that it is worthy of serious consideration.

Pedals of the sort are not now to be obtained, but after a long siege of "rat traps" few riders who have a chance to try a pair of the old rubber pedals have failed to be charmed by them. They afford a feeling that is literally "like walking on velvet."

It will be a happy stroke on the part of some one to make up a limited stock of such pedals and call attention to them. They will prove grateful to all manner of cyclists, the genus scorcher excepted, and to motorcyclists in particular; in truth, they should be made a part of the regular equipment of the self-propelled machine.

St. Paul, Minn., June 26, 1903.

"We receive the *Bicycling World* regularly each week, and can assure you that it is read most religiously from one cover to the other. In fact, as the only cycle paper that now comes to us it is absolutely necessary that we peruse its pages thoroughly in order to keep posted on the current happenings."

FARWELL, OZMUN, KIRK & CO.
By A. J. Holmes, Dep't Mgr.

Concerning Juvenile Bicycles.

Purchasers of juvenile machines frequently complain of the lack of variety and quality in the offerings of the dealer. Too much sameness prevails, they say, and the idea of putting a delicate boy or girl on some of the machines shown is repugnant, so heavy and clumsy are they.

There is undoubtedly some ground for such complaints. Along with a number of well designed and built juveniles, there are being marketed many machines that lack these qualities. Some of them are utterly unsuited for children's use. They do not belie their appearance, for they run hard and produce exhaustion in their youthful riders, instead of giving them healthful and pleasant exercise. Obviously, therefore, they do harm instead of good, and not infrequently produce indifference, if not actual aversion, to this most glorious pastime.

There is a reason for the production of machines of this character, and, as is usually the case, they are two sides to the story.

The common impression is that juveniles should be sold much more cheaply than adult machines. Consequently most buyers refuse absolutely to pay a fair price, and as good machines cannot be profitably sold except

for such a price, a large portion of the business has necessarily been in goods of this dubious class. In other words, many buyers got what they said they wanted and what they paid for, and then, somewhat illogically, complained of their bargain.

There is every reason to believe that an increasing number of children will ride during the next few years. If an intelligent effort is made many of their purchasers can be induced to pay a few dollars more and get good machines. If a buyer is not absolutely set on cheapness, a demonstration of the difference between a well designed, light, easy running machine and one that is exactly the reverse will almost certainly determine him to select the former. If he hesitates a few well chosen remarks upon the unwisdom—almost the cruelty—of putting delicate children upon machines entirely unsuited to them will generally carry the day.

The Season of Hot Corn.

It is the season of hot corn.

What fond memories of the season the reflection brings! Is there any one that does not like fresh green corn on the cob when it is taken hot from the pot? Is there any one who has been riding a wheel for ten years or more who does not look back to some glorious "hot corn parties," proceeded to along a pretty country road under the light of the full moon, and departed from when the same moon was far over in the west? What rich memories of delightful rides, pretty country girls, jolly dances and delicious feasts of corn and other edibles the green corn season conjures up!

Somehow, green corn parties, moonlight and bicycle riding seemed to go together in the days gone by—seemed to be just made for each other. Why are there not more of these good times now? Is the corn less fresh? Are the country lassies less attractive? Has the moonlight lost its charm? Or is it that those who originated and arranged and led in other years have become old and misanthropic?

All of the corn parties of other years were not the most orderly and refined affairs imaginable, but most of them were innocent in their jollity, and those who attended did have a good time. The bicycle lends itself to corn parties because it enables one to get out in the country where the real green corn is to be had in fresh and sweet abundance. Cycling in the moonlight is of itself delightful, and it is doubly so when there is a corn party at the end of the ride.

The corn party makes an object for a

moonlight ride. It is an object that attracts. If the affair is properly managed, a big attendance is certain. Why are there not cycling corn parties nowadays? If the old leaders are rheumatic, let some youngsters try their hand. Affairs of the sort help club fellowship and help the popularity of cycling generally. If the local riders anywhere cannot be got out for a good, old fashioned corn party they are indeed dead.

Clubs should revive the moonlight runs to dances and corn parties on the countryside, and dealers should lend a hand. This is the season for it. The moon is getting into shape right now. The corn is ripe and sweet. The nights are turning cool. The crickets and the whippoorwills call coaxingly. The night air has the earthy smell of early autumn. Get your wheels ready. It is the hot corn season.

The Burning Question.

"When is a motor bicycle not a bicycle?" promises to become a burning question.

At present the situation that exists is suggestive of comic opera.

The Bristol, England, Quarter Session has ruled that the addition of a motor does not make a bicycle an automobile; the New York Special Sessions has ruled to the contrary, claimed the ruling to be the intent of the Bailey bill. As this law requires the use of two lamps in front and a red one in the rear, it would seem to the lay mind to make the "intent" of the law apply to automobiles only, particularly as the immediate predecessor of the Bailey law also as specifically or otherwise referred to "motor vehicles," in which category no minion of the law then attempted to place motor bicycles.

Now comes the Corporation Consul of New York with an opinion that a motor bicycle is an automobile only when it transgresses the speed provisions of the Bailey bill; at all other times he implies plainly that it is a bicycle.

It is all very, very funny. If the horse, for whom the Bailey bills are made and which the Baileys themselves appear to consider have paramount rights on the road, had an idea of humor he certainly would laugh long and hoarsely.

Possibly the embryo national association of motorcyclists will be able to assist in obtaining a proper answer to the question; it certainly offers a splendid opportunity for work and for ripe reasoning. The hair-splitting definition now in vogue is almost intolerable.

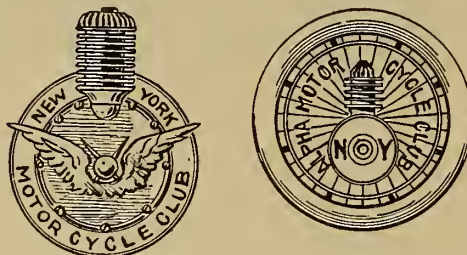
COMING FROM 'FRISCO

Pacific Coast Sending Delegate to Motorcyclists Convention—The Program.

Each day is witnessing a wholesome increase of interest in the projected national association of motorcyclists which it is expected will be brought into being in Brooklyn on Labor Day.

Evidence that the interest is far reaching was this week received by the New York Alpha committee in charge of the affair. It came in the shape of a communication from the newly organized Pacific Coast Motor Cyclists of San Francisco, who wrote that they desire to do everything possible to assist the movement, and to prove it are sending a delegate personally to represent them at the meeting. He is Mr. Don E. Campbell, a man who can speak as well as write, and who is certain to make his presence felt.

New England and New Jersey promise to be well represented, and several delegates are expected from Pennsylvania, including



BADGES OF THE PROMOTING CLUBS.

P. L. Johnston, of Pittsburg, and J. W. Moon, of Allegheny, who are coming from the western side of the State.

Of the large cities, Chicago is about the only one that has evinced no interest in the organization. Although several of the smaller places in Illinois have assured support, the chief city of the State appears asleep or indifferent.

The joint committee of the New York and Alpha Motor Cycle clubs that is promoting the project have perfected practically all details. On Saturday, Sunday and Monday, September 5, 6 and 7, they will keep open house, the one at 1904 Broadway, Manhattan, and the other at 33 Grant Square, Brooklyn, where visitors will be received and light refreshment served. On Saturday afternoon the four hour race at Manhattan Beach will occur, in which the competition for the non-stop prize will be as keen as the medal for the first man to finish; it probably will be worth more to the makers of the winning machine. On Saturday and Sunday evenings visitors who may desire to see the pachyderm at Coney Island will be shown the "animal." On Sunday forenoon runs will leave both the Alpha and the New York headquarters for whatever points of interest the out-of-town riders may wish to visit. On Monday the photograph of the founders of the organization will be taken immediate-

ly preceding the business meeting, at 33 Grant Square, which is due to convene at 10 a. m. If necessary, adjournment will be taken at 2 o'clock in order that the events at Manhattan Beach may be witnessed, and the meeting reconvened in the evening. Monday's track events should be well worth witnessing, too. The consumption test will shed light on a point on which few motorcyclists are now informed, i. e., how far a motor bicycle will travel with one pint of gasoline. In this test mufflers will be required, and no rider will be permitted to pedal more than twice or more than 100 yards on either occasion. The skill competition in which the riding of a six-inch plank and the exploding of small inflated bladders figure, cannot but prove entertaining. In this event Mrs. G. N. Rogers expects to ride. The team race will probably be made up of men using the same make of motor bicycle, and a better race thus result. With the other motorcycle events and the bicycle championships and the race "for blood" between the rival C. R. C. A.'s, it should prove an afternoon to remember.

Van Dyke on Best Road Riders.

"France now has the finest road riders in the world."—Irish Cyclist.

"We would like to get some of them over here to race against some of our men. They couldn't send any one from France to beat George Leander, Babcock, Turville, Jacobson or Newkirk in the six-day race, and they are all members of the Century Road Club Association. These men are professionals, of course; but we have also a bunch of road riders such as Achorn, Hollister, Schwab, Bichette, and a dozen others, whom we are ready to match against any Frenchman at any time, for any distance."—R. A. Van Dyke, President of the Century Road Club Association.

Taylor Trounces Ellegaard.

After Ellegaard, the Dane, had won the world's championship at Copenhagen last Sunday he went to Paris, and there on Thursday he rode a match race and was defeated by Major Taylor in two heats out of three on the Buffalo Velodrome. Taylor won the first heat, at 900 kilometres; Ellegaard won the second, at 1,000 metres, and Taylor the third, at 600 metres. On the same day Jacquelin beat Owen Kimble in a match race.

War Officers Want Motorcycles.

Motorcyclists proved so useful during the Bennett International Cup race in Ireland that the British War Office is beginning to appreciate their value. It is offering ten shillings a day, "with fuel," to those who take part in the military manoeuvres to be held from September 5 to 12.

Two-Cylinder Motors Next Year.

According to the Irish Cyclist, "two-cylinder engines with clutch control will probably be a feature of next year's British motorcycles."

WHEN IT IS AND IS NOT

New Yorks Police Commissioner Issues "Definite" Motorcycle Orders.

One thing has been gained by the motorcyclists of New York City during the last week, and that is an explicit definition of their standing with the police. In response to an inquiry made by the *Bicycling World* concerning the attitude of the police toward the motor bicycle, and whether or not it would be accepted as bail under the Collons law of 1899, Police Commissioner Greene sought an opinion from Corporation Counsel Rives. The result of that opinion has been an order issued by the Commissioner to the police telling them how to treat motor bicycles. While the order, as has been stated, is explicit, and enables riders to now know just what to expect, it is far from being a satisfactory solution of the vexing problem.

There is something immensely farcical in the order issued to the police, declaring as it does that when it is violating the speed law the motor bicycle is an automobile, but that when it is violating an ordinance such as that prohibiting riding on sidewalks it is a bicycle. For the first offence the vehicle may not be accepted in lieu of bail, because it is an automobile, but the same machine a little later the same day may for the second offence be accepted in lieu of bail, because it is then a bicycle. This is not a situation borrowed from a comic opera—it is law. Like Pook-Bah in "The Mikado," the motor bicycle seems to fill many offices, and it must be continually taking itself from one side of the stage to the other to consult with itself in its different capacities. First it is what it may do as a bicycle, then it is what it may not do as an automobile, and, finally, what it may and may not do as a common road vehicle.

The only satisfaction to be derived from the decision in New York is that it affords something definite to fight against, and that something is a very manifest absurdity in the law that compels so inequitable an interpretation. There is hope also to be found in that portion of the opinion rendered by the Corporation Counsel in which he says that while it is not free from doubt that the provisions of the law of 1899 "do apply to any vehicle of bicycle construction." If this is the intent of the law in one case, and a bicycle is any vehicle of bicycle construction, then it would be reasonable to expect a decision from the court that the automobile laws were not intended to include bicycles, or any vehicle of bicycle construction. The order of the New York Police Commissioner follows:

Police Department of the City of New York,
300 Mulberry Street.

New York, August 24, 1903.

Order No. 129.

To All Commanding Officers, Precincts,
Squads and Bureaus:

Questions having been asked as to the con-

struction to be placed on certain sections of the Highway law, as amended by Chapter 625 of the Laws of 1903, relative to the registration and speed of automobiles and motor vehicles on the streets and highways of this State, especially as to whether the section referring to the registration and numbering of motor vehicles should be enforced; whether motorcycles were to be considered as automobiles or as bicycles, and whether a motorcycle could be accepted as security in lieu of bail under the provisions of Chapter 634 of the Laws of 1899, I forward you herewith for your information and guidance a copy of an opinion rendered by George L. Rives, Corporation Counsel, in reference to these subjects.

Under this opinion you are instructed as follows:

First—No arrests will be made for failure to display a number on an automobile.

Second—Motorcycles are classed as automobiles and not as bicycles.

Third—A motor bicycle cannot be accepted in lieu of bail for an arrest made under the law of 1903, which includes all questions relating to the speed of motorcycles; but if the arrest is made under the law of 1899 on a question other than that of speed, the motorcycle can be accepted in lieu of bail.

(Signed)

F. V. GREENE,
Police Commissioner.

It will be seen from the order that license numbers on "motor bicycle automobiles," so to speak, are no longer necessary in New York, and the reason is set forth in the following:

Law Department.

Office of the Corporation Counsel.

New York, August 21, 1903.

Hon. Francis V. Greene, Police Commissioner.

Sir: I am in receipt of a communication from you dated August 12, 1903, requesting information in regard to three matters connected with automobiles.

The first of these questions is as follows, referring to the late decision of the Court of Special Sessions in the *People vs. MacWilliam*:

"In view of this decision, shall I instruct the police to enforce the provisions of Chapter 625, Laws of 1903, in regard to automobiles, or shall I consider this law void and direct the police to proceed under the old city ordinances in matters relating to the speed of automobiles and other vehicles?"

On August 12, 1903, a copy of the opinion in *People vs. MacWilliam* was sent to you with instructions not to make any arrests in violation of its provisions. On reading this opinion you will find that the decision relates solely to Section 166 of the Highway law as amended by Chapter 625, Laws of 1903. This section refers to the registration of automobiles alone, and it is the provisions contained therein that are condemned by the Court of Special Sessions as unconstitutional.

The provisions of the act of 1903 referring to the speed of automobiles on the streets and highways of the State are contained in Section 163 of the Highway law as amended by Chapter 625, Laws of 1903.

I am of the opinion that the *MacWilliam* decision does not affect the speed provisions contained in Section 163 of the act, and you should proceed thereunder as heretofore.

Your second question reads:

"Second—Are motorcycles to be considered as automobiles or as bicycles?"

Section 163 of the Highway law, as amended, refers to "automobiles or motor vehicles," and I find that the Court of Special Sessions handed down a decision in *People vs. Teza* on August 7, 1903, constraining the terms of the Act of 1903 and holding that a motorcycle must be considered as an automobile

and not as a bicycle. The court uses the following language:

"Defendant demures to the sufficiency of the information on the statutory grounds, and devotes himself in the memorandum submitted in support of the demurrer to a contention that a motorcycle is not a 'motor vehicle' within the meaning of the statute invoked in the prosecution of this case. . . . There can be no doubt of the evident intent of the Legislature in its enactment, to regulate the use of the highways of the State by all vehicles 'propelled by steam, gasoline, electricity or other sources of energy.' This legislative intent is manifested throughout the act. The designation 'motorcycle' has a well defined meaning. It is now exclusively applied to a vehicle of bicycle construction fitted with some power to propel it, which motor may be operated by 'steam, gasoline, electricity or other source of energy.' . . . Defendant's motorcycle was a motor vehicle which comes within the provisions of the law requiring registration and other prerequisites to its use upon the highway."

In view of the above decision I advise you to treat motorcycles as automobiles.

Your third question states:

"Can a motor bicycle be accepted as security for bail under the provisions of Chapter 634, Laws of 1899?"

The statutory provision to which you refer reads as follows:

"P3. Any person arrested for the violation of any of the provisions of this act, or of any ordinance or by-law adopted as provided in this act, may tender at the time of his or her arrest, or at any time before the hearing thereon, either five dollars in current money, or his or her bicycle or similar vehicle, as security for his or her appearance in court to make answer to the charge of violating the provisions of this act or any ordinance or by-law as provided in this act."

Although the question is not perhaps entirely free from doubt, yet I am of the opinion that the above provisions do apply to "any vehicle of bicycle construction," whether propelled by the muscular power of its rider or by a motor operated by "steam, gasoline, electricity or other form of energy."

It is evident, however, that whatever is the correct view of the subject, the vehicle can only be received as bail when the person arrested is charged with a violation of the Act of 1899 or of by-laws promulgated thereunder. By Chapter 625 of the Laws of 1903 the law of 1899 is in effect repealed so far as relates to "motor vehicles," so that I am unable to see how any arrest of a person operating such a vehicle can be made under the Act of 1899. Respectfully yours,

(Signed)

G. L. RIVES,
Corporation Counsel.

Remarkable Mileage on Motorcycles.

The mileage record for motorcycles is easily held by a Guernsey (England) physician of the name H. P. D'Elsey Benson. In fourteen months he rode 21,939 miles. He used both a motor bicycle and a motor tandem tricycle, and used them in his profession, both by night and by day. He states that they enabled him to dispense with three horses.

San Jose, Cal., is looming up as "the most populous motorcycle town." The agent for the California motor bicycle has alone sold sixty-five machines this season.

COONS EXPLAINS HIS FALL

Not Due to Explosion and his Ardor Undiminished—How he Improves his Machine.

J. B. Coons, the "grand old man" of Kingston, N. Y., who sustained an ugly fall from his motor bicycle last month, is now almost recovered, and his ardor is in no wise diminished.

As is usual in such cases, the newspapers attributed the accident to the "blowing up of the gasoline motor," and had Mr. Coons "fatally injured." He was badly hurt, but, being now well on the road to recovery, he writes the *Bicycling World* as follows:

"I hope you will let the motorcycle people know that my accident was in no way due to an explosion, as was variously reported. It was caused by the brazing coming loose in the front fork stem. When the stem gave way I was thrown on my face, and though injured was not fatally hurt, as the newspapers made out. Neither the gasoline nor the motor was in any way responsible for the accident, which is no more than has occurred on very many pedal driven bicycles. My motorcycle had safely carried me more than eighty miles that day without the least amount of trouble. My son had returned home after living on a cattle ranch in Texas, and I met him at Cold Springs. I attached a cord to his bicycle and towed him to Pine Hill and back, a distance of thirty-six miles, to say nothing of several side trips. He has cast loose, and was pedalling his machine some distance behind me, when within two blocks of home my front fork gave way. The fall rendered me unconscious, and I have no recollection of anything but the pleasure of my ride.

"The bicycle is a Pattee, which I have been riding since 1901. I bought it in preference to others, because the motor was carried low down and at the back of the centre, which position assures the least vibration. It is a chain driver, but when I got it it would throw the chain off and break the spokes in the rear wheel every few miles. This I overcame by setting a ball bearing idler at a short angle with four small springs that absorb the concussion of the motor. The connection rod also broke; it was a bronze casting, for which I then substituted a steel one. The cylinder also ruptured; I corrected that by using a sheet brass lining. I also fitted the machine with a clutch, so that when I meet a bad spot I can shut off the power by turning a rod which disconnects the engine, which by a reverse motion of the lever can be restarted at once. As these particulars make plain, I had all kinds of trouble with the machine at the start; but now things are different, and it has given me many hundreds of miles of pleasure.

"Since my accident my son, who had never ridden a motor bicycle before, has been using mine, fitting it with a new fork, and

he also has ridden it several hundred miles. As soon as I am able I shall mount the machine again with as much confidence as before, as I know the construction of the fork with which it is now fitted, and know that further danger on that score is removed.

"I built a velocipede as far back as 1867, and entered the bicycle business in Pennsylvania in 1892, and have been continuously engaged in it since that time. As stated, I have ridden a motor bicycle since 1901, and being no longer 'as young as I used to be,' it has enabled me to get about and to obtain more real pleasure than any other form of bicycle could secure for me."

Munroe Wins at Revere Beach.

Bennie Munroe won the big event on the card at Revere Beach, Mass., last Saturday night. In the one-hour motor paced race he beat Bobby Walthour by five and three-quarter laps. Hugh MacLean, the third man, had to withdraw at the end of the twelfth mile because of accidents to both of his spare machines.

Harry Caldwell was to have been a contestant in this event, but Munroe was substituted for him at the last moment. In the hour he rode 39 miles 380 yards.

It looked like Walthour's race until the seventeenth mile, but an accident to his motor, in which he also got a fall, gave Munroe an advantage that he was not able to overcome, although he made hard efforts to do so during the latter part of the race.

P. F. Logan, the new amateur mile champion, continued his winning streak in the amateur events by winning the one-mile handicap. He rode from scratch, and covered the distance in 2 minutes 1-5 second, a new record for the Revere track. He also won the ten-mile open and one of the mile prizes. The summary:

One-mile handicap—Won by P. F. Logan (scratch), W. J. Potter (30 yards) second and A. R. Urquhart (40 yards) third. Time—2:00 1-5.

Ten-mile open—Won by P. F. Logan, W. J. Potter second and A. R. Urquhart third. Time—25:14.

One-hour motor paced—Won by Bennie Munroe, 39 miles 380 yards.

Caldwell Defeats Champion.

Harry Caldwell beat Champion in a twenty mile paced race at Providence on Wednesday night. It was a good race up to seventeen and a half miles. Trouble with his motor caused Caldwell to lose two and a half laps in the seventh mile, but Champion had a puncture in the fifteenth, and after he made a change the two men were on even terms. At the end of seventeen and a half miles Champion broke the chain on his second machine, and that put him out of the race, so Caldwell won by two and a half miles.

The Albany Bicycle Club celebrated its twenty-third anniversary on Monday evening, entertaining about one hundred and thirty guests at the clubhouse in Lake street.

ELLEGAARD "CHAMPION"

Dane Again Wins Title Before Crown Prince—But Taylor was not There.

Once more Ellegaard, the Dane, has won the world's championship for the sprinting distance of two kilometres. The world's championships of the International Cyclists' Association were begun at Copenhagen, Denmark, on Sunday, August 16, and on that day the 100-kilometre (62.137 miles) paced championship was won by the Dutch rider Dickentman. The time was 1 hour 26 minutes 28 4-5 seconds. Dickentman rode splendidly, taking first position from the start and holding it to the end. The summary is as follows: Dickentman, first, in 1 hour 26 minutes 28 4-5 seconds; Robl, second, 8 laps behind; Goernemann, third, 11 lengths behind. Unfortunately for Contenet, the Frenchman, his two pacing machines did not arrive until 7 o'clock in the evening, after the race was over; rather than disappoint the crowd he started with the bunch, unpaced, but withdrew after riding two laps. After the race Contenet challenged the winner for a match race during the week, but the Hollander declined, as he was leaving for Friedenau the next day.

More than six thousand spectators witnessed the races on the opening day, among them being the Crown Prince and other members of the royal family.

Following is the history of succession to the paced championship since 1895:

1895—Michael (Cologne).

1896—Chase (Copenhagen).

1897—Stocks (Glasgow).

1898—Palmer (Vienna).

1899—Palmer (Montreal).

1900—Huret (Paris).

1901—Robl (Berlin).

1902—Robl (Berlin).

1903—Dickentman (Copenhagen).

On Sunday, August 23, the professional sprinting championship was put on, and also the 100-kilometre paced amateur championship. Ellegaard won the former, and Andemars, the Swiss rider, captured the latter.

Lowell Track Opens Auspiciously.

The new eight-lap track in Lowell, Mass., was opened on Saturday night with an attendance of nearly 5,000 persons. The main event was a fifteen-mile motor paced race between Gus Lawson and Nat Butler, Butler winning by one mile in 21:57 4-5. For the first six miles the riders were on even terms. At the beginning of the eighth mile Lawson lost his pace, and before he got going right again Butler had lapped him eight times.

McDonald, of Somerville, captured the mile handicap, and the five-mile open went to McKinnon, of Boston.

At Revere Beach on last Saturday night Monroe beat Walthour in a one hour race, Walthour having a fall in the seventeenth mile. Monroe covered 39 miles 385 yards.

BRITISH 1000-MILES TRIAL

Rigorous Rules Weed out Lame Motorcycles —Only Seven Surmount Stiffest Hill.

On August 10 there was begun in England a thousand-mile reliability contest for motor bicycles, to be of a fortnight's duration. The affair was planned on lines very similar to those on which it is proposed to have a contest in this country next year, that of starting from a central point and going out on trips of varying distances in a different direction, sometimes of one day and sometimes of several days' duration, and including tests of all sorts, such as speed, hill climbing, economy and skill in handling.

The English contest was under the auspices of the Auto Cycle Club. The conditions were extremely severe, requiring that no adjustment or even cleaning could be done during the two weeks without a loss of marks, and a loss of a certain number of marks being a disqualification. The result of the first few days indicated that there would be few, if any, first class certificates, and that perhaps there would be no machines to finish.

There were forty-eight entrants and forty-three started for Canterbury and back, 118 miles, on Monday, August 10. Forty finished on this day in the rain. It rained every day during the week that followed. On Wednesday only thirty-six started for Brighton and back via Westerham and Lewes, and thirty-five finished. On Thursday these thirty-five started for Worthing and back via Epsom and Dorking, and thirty-four finished. On Friday it rained hard all day, and there were thirty-six started and twenty-seven finished within time.

One of the most remarkable features of the trials was the complete failure of any machine to mount the Westerham hill without pedal assistance, and the fact that out of the thirty-four machines which attempted the climb only seven got to the top with their riders in the saddle. The more successful bicycles and their drivers were:

F. W. Applebee, 3-horsepower Rex (privately entered), 14 miles per hour on hill.

A. Wright, 2¾-horsepower Ormonde, 13 miles per hour on hill.

W. Mills, 2½-horsepower Phoenix, 12 miles per hour on hill.

C. Simms, 2¼-horsepower Alldays, 11¾ miles per hour on hill.

T. Hooydonk, 3-horsepower Ariel, 11¾ miles per hour on hill.

E. Hayes, 2½-horsepower Kerry, 8 miles per hour on hill.

F. E. Coles, 2¾-horsepower Brown, 6 miles per hour on hill.

Each of the seven was obliged to help his motor by pedalling.

This English hill, in its steepest part, is about the same as the one on Riverdale avenue, New York, where the contest of the New York Motor Cycle Club was held on May 30. The steepest grade in each case is 14 per cent. The American machines made a much better showing than the English did, only two of the former failing on the hill, and none of the successful twenty men pedalled an inch of the way.

By Saturday, August 15—which is the latest day covered by the reports of the contest to hand—there had been 460 miles out of the total of 1,036 to be done. On the second Saturday, August 22, the contest was to be concluded with one mile time trials.

The marks to be allotted on certain feat-



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ures of the work of the motorcycles is as follows:

| | Marks. |
|--|--------|
| For reliability and regularity of running. | 70 |
| For convenience | 10 |
| For speed on the track | 5 |
| For lightness | 5 |
| For cheapness | 5 |
| For efficiency of brakes | 5 |
| Total | 100 |

Under the head of reliability 10 marks per day can be lost. If the speed be less than the minimum over any of the ten-mile sections of the route, 2½ marks are deducted, while for late arrivals at control anything up to 10 marks can be lost, but not more than 10 can be deducted for any one day. On the last day the machines will be sent onto the track, and, without changing gear or making any preparations, they will be set to cover a certain distance at the best speed. Forty miles an hour secures full marks; 35 miles, 4 marks; 30 miles, 3 marks; 25 miles, 2 marks; 20 miles, 1 mark; no marks for any less speed. In order that the cheap low-speed machine shall not suffer, the item

"cheapness" is introduced. A cycle costing £35 receives 5 marks; one costing £40 gets 4 marks; £45, 3 marks; £50, 2½ marks; £55, 2 marks; £60, 1½ marks; £65, 1 mark; £70, ½ mark, and above £70, no marks. Weight also is penalized on this scale: A cycle weighing up to the limit, 170 pounds, receives no marks; one weighing 150 pounds, or less, 1 mark; 130 pounds, 2 marks; 110 pounds, 3 marks; 90 pounds, 4 marks, and 70 pounds or less, 5 marks. The awards for brakes depend on their efficiency as demonstrated at a test to be included in one of the runs. As to hill climbing, no marks can be gained or lost unless the machine fails to climb an average hill to be indicated on one of the second week's runs. The doings on Westerham will be recorded on the certificates for the information of purchasers.

The points on "convenience" were allotted by considering such points as the efficiency and rigidity of mud guards, accessibility and convenience for lubricating, petrol capacity, ease of replacement and repair, provision of a portable stand or luggage carrier, excellence of brakes and quality of work, of design and of finish.

Serious mishaps were few; the rain and mud and police traps were the worst things encountered during the first week's work. The police made a specialty of watching the run and timing the riders. One artfully contrived and electrically timed reaped a big harvest.

Concerning the adventures of the first week the Scottish Cyclist says:

"Dogs caused a number of minor accidents, and the weather played such havoc with belts and chains that some very interesting information and valuable experiences on the subject of transmission are bound to be involved in the judges' report. Generally speaking, chains fared worse than belts, simply because in the strivings after lightweight marks chain guards were dispensed with and mud guards cut away at the crank bracket instead of being brought well down and clear of the chain line. Indeed, we believe that only one chain driver remained in the running Friday night. But one cannot reasonably attempt to argue from small totals like that. In the matter of ignition the magneto seems to have similarly failed to hold its own against the ordinary high-tension system, although it may be that the failures of the machines so fitted have not been due to ignition trouble—that will only be known when the trials are over. These failures, however, constitute the most valuable results of the trials, and, looking at the terribly severe character of the trials, they cannot be held to really constitute a reproach. It is quite certain that no motorcyclist would dream of asking his motor to do as much as the A. C. trials are demanding, nor would he consider it wise to debar himself from making those trifling adjustments and repairs which are and must largely continue to be part and parcel of the working life of such lightly constructed, powerful and unprotected engines."

Moran Wins at Manchester.

Joe Nelson was unable to hold pace in the fifteen mile motor paced event which was the feature last Saturday night at the Manchester (N. H.) Coliseum. He was paced by Jim Hunter, on the Red Devil, which also was out of condition somehow, and worked poorly. James Moran was the other contender, and he led all the way, paced by big Bill Stensler. The way in which he repeatedly passed Nelson gave an impression of fast riding, but his fastest mile consumed one minute 18 1-5 seconds, and the time for the fifteen miles was 21:25 1-5.

The men got away nicely at the start, and Moran soon began to get the best of it. In the last lap of the third mile, with Moran about to lap him, Nelson lost pace, but caught on again quickly with the loss of only one lap. Hunter then pulled him along quite rapidly until the seventh lap of the fourth mile, when pacemaker and pace follower parted company again. This enabled Moran to lap him four times. Nelson recovered his pace, but it was now the Red Devil's turn to display bad form, and it was not until the tenth mile that Joe was fairly under way once more. He gained quite handsomely on Moran, which was not difficult, as the latter was simply jogging along at a 1:27 gait. A third time Nelson lost pace, this time in the last lap of the eleventh mile, at a cost of two laps. Moran took a turn at dropping off in the seventh lap of the twelfth mile. Nelson

went astray the fourth time in the last mile, losing another lap. He was beaten by eight laps in all.

Moran was the winner in a one-mile amateur handicap, which was a lively event. The summary:

One mile amateur handicap—Won by Moran; Valee, second; Hebert, third. Time, 2:19.

Fifteen mile motor paced race—Won by James Moran. Time, 21:35 1-5. Time by miles—1:19, 2:37 1-5, 3:57, 5:22 3-5, 6:50 3-5, 8:17 1-5, 9:45, 11:11 4-5, 12:39 3-5, 14:07 1-5, 15:32 4-5, 17:02 2-5, 18:31 1-5, 19:59 3-5 and 21:25 1-5.

Lawson Protests Kramer.

The first meet of the season at the New Haven track was held there on Thursday night, the feature being a half mile championship. Kramer won after a hard fight. Lawson made a protest of being fouled by Kramer, but it was not allowed by the judges. In a ten mile professional there were eleven starters, and Kramer won this also, beating McFarland by a few inches.

Starting from Land's End, England, on Friday, August 14, J. E. Naylor, of the North Road Cycling Club, made a successful attempt on the Land's End to London unpaced safety bicycle record. He accomplished the journey in 22 hours 7 minutes 18 seconds, thus beating the existing best time by 8 minutes, 58 seconds.

Stinson's Suffering Stopped Race.

Will Stinson's exhibition of pluck on the Coliseum track at Providence, R. I., was too much for the crowd of spectators there last Saturday night, and in response to their demands the motor paced race between him and Joe Nelson was stopped in the seventh mile. Stinson was swathed in bandages when he appeared on the track, the result of his latest accident in Boston. He led through two miles, but in the third mile he suddenly dropped and signalled for his spare machine.

No cause for this was apparent. When he was being helped on to his bicycle again it was seen that he was suffering from exhaustion, but in spite of the pleading of his friends he persisted in continuing the race. Finally the expressions of horror at his appearance led the officials to interfere, and he was lifted from his bicycle amid an ovation of sympathetic enthusiasm.

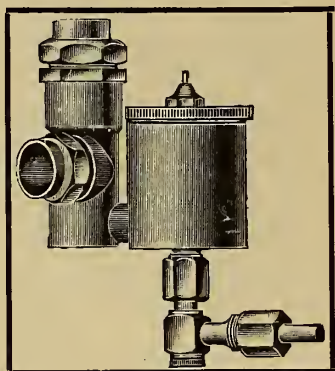
Sammy Sulkins won easily from Major Taylor Dove in the ten mile amateur paced race.

The other events were well contested. The summary:

Two mile handicap—Won by Frank Keighley, Providence (40 yards); Thomas Norton, Providence (130 yards), second; C. L. Hollister, Springfield (scratch), third; J. F. Achorn, New York (40 yards), fourth. Time, 4:17.

Ten mile paced race—Won by Sammy Sulkins. Time, 14:08 1-5. 1:24 2-5, 2:47 2-5, 4:18 3-5, 5:43 1-5, 7:07 2-5, 8:31 4-5, 9:56 1-5, 11:20 1-5, 12:44 1-5, 14:08 1-5, all new records.

Ten mile open—Won by Adam Byerman, New York; C. L. Hollister, Springfield, second; Ernest Butterworth, third; L. E. Simmons, Providence, fourth. Time, 26:24.

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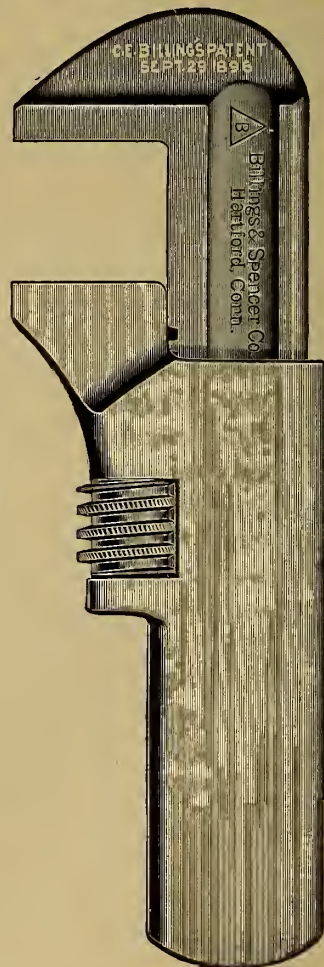
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LET THE PURSE GO

Kramer-Lawson Rivalry Allows Bedell to Win at Manhattan.

How bitter is the rivalry between Champion Frank Kramer and Iver Lawson, who has been giving him such a hard rub for the title this year, was demonstrated in startling manner to the crowd at Manhattan Beach last Saturday, when each deemed it of more importance to watch the other than to make an effort to capture the big points and purse that were attached to first place. For the rivals the final heat of the two-thirds of a mile championship was simply a race between them. The other two in it they ignored, although they had been declared teammates. Bedell and Kramer were declared a team, and so were Collett and Lawson.

At the pistol Bedell and Collett started very slowly, but the men they were to pull were jockeying almost at a standstill, each trying to avoid taking the lead. Bedell and Collett loafed for a while, until Bedell, getting about forty yards in front, suddenly took a notion to run away and go for the first prize. Collett started after him and caught him, but neither Kramer nor Lawson would show the way for the other by starting in pursuit.

The result was that the heat resolved itself into two match races. Bedell beat Collett out a length, and they finished nearly half a lap ahead of the other two. Lawson got the better of the jockeying and trailed Kramer. This time the champion did not remain up on the bank in the turn and let Lawson jump him, as he did the week before, but dropped down to the pole. He started the sprint, and Lawson could not get past him out the outside. Kramer won by a length.

Before the race Lawson led in the championship contest, having 31 points against Kramer's 29. It was a double point contest, 10 points for first, 6 for second, 4 for third and 2 for fourth. The result of the race, therefore, left Kramer and Lawson tied at 33 points apiece.

In the ten mile professional handicap Lawson turned the tables on Kramer in grand style. When the bunch was headed for the finish they came out of the turn with Kramer in third place and Lawson fifth, fully two lengths behind him. Kramer went up on the outside and Lawson developed a marvellous burst of speed in pursuit. Lawson's momentum when he turned into the stretch was such that he gained all the way to the finish, closing the gap and beating Kramer by about two feet.

Hurley took both the half mile and five mile amateur championships quite handily, but in the mile handicap he was cut off by a spill that occurred in front of him at the head of the stretch, in which five fell, but no one was seriously injured.

The sport was first class throughout and the crowd was appreciative. Summary:

Half mile amateur championship—First semi-final won by E. S. Collett, New Haven; Joe Fogler, N. A. C., New York, second. Time, 1:28 3-5. Second semi-final won by M. L. Hurley, N. Y. A. C.; Oscar Goerke, N. A. C., New York, second. Time, 1:36 2-5. Final heat won by M. L. Hurley; E. S. Collett, second; Joe Fogler, third; Oscar Goerke, fourth. Time, 1:18 4-5.

Two-thirds mile professional championship—First semi-final won by Iver Lawson; George Collett, second. Time, 2:24 1-5. Second semi-final won by F. L. Kramer; John Bedell, second. Time, 1:57 2-5. Final won by John Bedell; George Collett, second; F. L. Kramer, third; Iver Lawson, fourth. Time, 1:55 4-5.

Ten mile handicap, professional, with intermediate prizes of \$2 to the leader at each lap—Won by Iver Lawson, scratch; Frank L. Kramer, scratch, second; John Bedell, 160 yards, third; George Collett, 240 yards, fourth. Time, 22:49 4-5. Lap prizes—Menus Bedell, 9; Walter Bardgett, 4; Charles Hadfield, 3; J. F. Galvin, 2; T. Adamatz, 2; H. W. Coyte, 2; L. R. Lake, 1; E. Armstrong, 1; John Bedell, 1; W. S. Fenn, 1; John King, 1; E. F. Root, 2.

Five mile national championship, amateur—Won by M. L. Hurley, N. Y. A. C.; Joseph Fogler, N. A. C., second; O. E. Schwab, New York, third; Teddy Billington, Newark, fourth. Time, 15:46 3-5.

One mile handicap, amateur—Won by Fred Ernst, Rochester, 20 yards; Charles T. Soulie, New York, 100 yards, second; Oliver Dorlon, Manhattan Beach, 20 yards, third; Gus Perden, Brooklyn, 120 yards, fourth. Time, 2:01 2-5.

Kramer Wins Second Match.

In the second of the series of match races between Frank Kramer and Iver Lawson for a purse of \$3,000, which took place at Charles River Park, Boston, Friday night, August 21, the first heat, a half mile, was won by Kramer in 2:07 3-5, Lawson finishing two yards behind. The second heat, one mile, paced, was Kramer's also, by one yard, in 2:20 1-5.

Marcus Hurley won the quarter mile national amateur championship race, and qualified for the finals in the one mile national amateur championship, but in the final heat he got a puncture and finished fourth, the race being won by P. F. Logan.

The motor paced race, twenty miles, between Will Stinson and Bennie Munroe was won by Munroe, Stinson's front wheel tire flattening in the fourteenth mile and throwing the rider, who was not seriously injured. Munroe rode the remaining distance without a competitor. His time was 24:29 2-5.

Albert Champion and Harry Caldwell are matched for an hour's race on the Charles River Park track, at Boston, on Tuesday, September 1, for a side bet of \$500, and the winner to take all. The conditions agreed on are that the pacing machines shall have no wind shields and the pacemakers shall wear only two sweaters.

LAWSON GETS THE CASH

Championship Runner up Shows Unparalleled Speed at Belleville.

Iver Lawson's excellent showing at Manhattan Beach on Saturday was repeated on the Hillside track at Belleville, N. J., on Sunday afternoon, when he won the two-thirds of a mile open with apparent ease, in an exhibition of speed which delighted the 5,000 spectators present. Frank Kramer was decisively beaten, and did not get even second place.

Lawson was teamed with McFarland, and Kramer with W. S. Fenn. At the head of the stretch McFarland dropped Lawson in the lead, and he went for the finish in fine style, followed by George H. Collett, for whom the pace set proved so much too fast that he was left a length and a half behind, but a length ahead of Kramer.

Kramer pulled Fenn in the five mile handicap, dropping him in the lead in the stretch and securing him the race. John Bedell, by hanging on to Fenn all the way, was enabled to get second place, two feet back of the winner. Bardgett and Menus Bedell, trailing Fenn and John Bedell, also slipped in ahead of Kramer, who finished fifth. Lawson and McFarland were unable to get through the ruck.

Teddy Billington and Gus Perden were winners in the other events. The summary:

Half mile novice—Won by Ernest Schuttless, Bloomfield; William Such, Newark, second; D. Shortell, Brooklyn, third. Time, 1:21 3-5.

One-third mile open, amateur—Won by Teddy Billington, Vailsburg; Joe Fogler, N. A. C., second; George Glasson, Newark, third; Oscar Goerke, N. A. C., fourth. Time, 44 4-5 seconds.

Two-thirds mile open, professional—Won by Iver Lawson; George H. Collett, second; Frank L. Kramer, third; W. S. Fenn, fourth. Time, 1:41.

Five mile motorcycle race—Won by P. H. Johnson, Newark; W. P. Dugan, Jersey City, second; R. Geisler, Newark, third. Time, 7:06 1-5. Intermediate mile times, 1:36 2-5, 3:12 4-5, 4:48 1-5, 5:27 1-5.

One mile handicap, amateur—Won by Gus Perden, Brooklyn, 120 yards; O. E. Schwab, New York, 60 yards, second; James Zanes, Newark, 60 yards, third; M. Journey, Nutley, 80 yards, fourth. Time, 2:05 1-5.

One mile handicap, professional—Won by W. S. Fenn, Waterbury, Conn., scratch; John Bedell, Lynbrook, L. I., 100 yards, second; Walter Bardgett, Buffalo, 150 yards, third; Menus Bedell, Lynbrook, L. I., 150 yards, fourth; Frank L. Kramer, East Orange, scratch, fifth. Time, 11:27. Lap prize winners—Hadfield, 10; Dolbear, 2; King, 1; Kramer, 1.

At Charles River Park on Thursday night Hugh McLean beat Albert Champion and George Leander in a twenty mile paced race. The time was 23:47 2-5.

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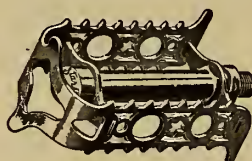
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Hens and Motorcycles.

"Have you caught a hen yet?"

This question is becoming a regular formula between motor bicycle riders. It is becoming equivalent to, "How long have you been riding?" because of its being taken for granted by many that any one who has been riding for a few months must have caught a hen. Among riders of long experience the question often is, "How many hens have you caught?"

Usually the hen is caught between the spokes of the front wheel and in a jiffy is made into material for minced chicken sandwiches. Occasionally when the body of the fowl is thrown backward and falls under the rear tire it is a cause for a serious side-slip, as happened once to the worthy president of the Alpha club. It seems a certain experience for every motorcyclist sooner or later to catch a hen in this way. The only explanation of it that seems plausible is that when the spokes are revolving rapidly the poor hens cannot see them, and, thinking the space between the rim and hub to be open, attempt to jump through in their crazy rush to escape.

Hens on the highway are in their actions notoriously like women crossing a busy street. It seems a pity that the farmers cannot teach them the danger of revolving bicycle wheels. There should be some sort of a school for the hens, if only a correspondence school, to teach them how to behave on the road.

To Explore Big Horn Valley.

One of the most trying trips on bicycles ever planned has been undertaken by Professor John H. Gray, of the Northwestern University, and R. O. Vandercook, of Evanston, Wyo. It involves a ride of more than four hundred miles through wild and almost unexplored parts of Wyoming. One of the objects of the trip is to investigate the feasibility of introducing freight automobiles where railroad transportation is not available. They intend to train to Casper, then ride to Lander, and from there explore the Big Horn Valley, which is a very fertile region; but the only product sold from there is wool, because of the prohibitive freight rates. Lander is 150 miles from the nearest railroad.

The explorers will carry twelve pounds of baggage each, their outfit consisting chiefly of a tent that weighs four pounds and cooking utensils. The tent will be pitched by standing up the wheels and stretching the canvas over them.

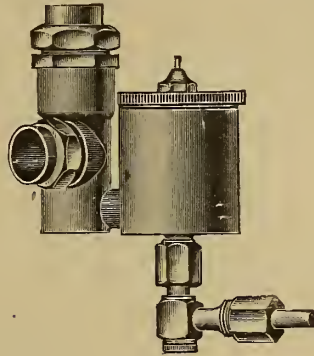
Watched Explosions Through Window.

At the recent International Motor Congress in Europe Herr Polak explained an experiment in which a plate-glass window was let into the wall of the combustion chamber. Through this the effects of the explosions were watched, and it was noted that when a spray carburetter was used the gases burned with a red flame, while with a surface carburetter the flame was violet colored. Both

colors showed that matter was in suspension and that combustion was consequently imperfect. Another interesting phenomenon disclosed was that when in a mixture air was in excess advancing the spark increased the power of the explosion, but when the mixture was too rich advancing the spark decreased the power.

Funke Gets "F. N." Carburetter.

A. H. Funke, the well known New York jobber, has secured the American agency for the "F. N." motorcycle carburetter, which is shown by the accompanying illustration, and has a sufficient stock to meet immediate de-



mands. The carburetter is of the float feed type, and is a small, light, beautifully made piece of work. It is the product of one of the largest and most experienced concerns in Europe, where it is in extensive use.

Will Have Brooklyn Club House.

At a meeting held on Wednesday night the Century Road Club Association voted to establish a clubhouse in Brooklyn. The New York headquarters at 310 West Fifty-third street will be maintained as before, and the Brooklyn house will be an additional rendezvous, chiefly for the benefit of the Brooklyn and Long Island members of the association, but also for New York members and others who desire its accommodations.

The new house will be near Bedford Rest, Brooklyn, and fitted with shower baths and sleeping accommodations, so as to be a particular convenience to those who start early in the century runs or those who come in tired and dusty late at night.

Dirt That Distresses.

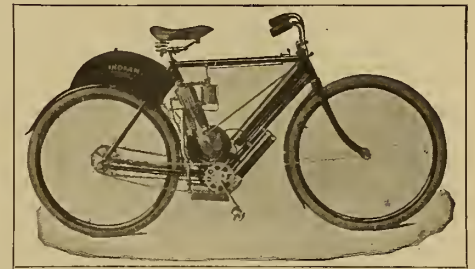
It is always well to see that the spark plug seat is well cleaned, and that the packing washer also has a clean face. Sometimes the "earth" connection with the plug is interfered with by dirt at this point, and persistent and apparently unaccountable misfiring results. Occasionally rust or dirt will find its way into the grip switch and similar trouble ensue.

"Hands Off" at 30 per Hour.

R. L. Young, the acting president of the Alpha Motor Cycle Club, has learned that riding "hands off" on a motor bicycle going thirty-odd miles an hour is not always wise. While trying it on a Long Island road on Sunday last he struck a stone and sustained a fall that fractured three of his ribs.

You've Often Heard the Remark,

"The Indian certainly is a great motor bicycle."



It usually is the remark of men who do not own Indians; they can't help making the admission.

The men who ride Indians call it the greatest motor bicycle. You all know why. If you don't we'll be glad to tell you.

HENDEE MFG. CO.

SPRINGFIELD, MASS

COASTER AND BRAKE

Britishers Discovering That There is Merit in the Two-in-One Idea.

Surely, even if slowly, English riders are veering around to the belief that there is something in the coasterbrake, after all. For years they have looked askance at the braking part of the dual device, evincing a predilection for separate brakes, even while acknowledging the merit of the coaster. But jeers at the coasterbrake, as typified in its numerous American forms, have fallen flat, and now it is pretty generally admitted that they are reliable and safe, as well as ingenious.

A remarkable feature of the assembler's business during the last year or two has been the great and growing popularity of coaster hubs, as our American cousins term such back pedalling appliances as are contained within the hub and combined free wheel and brake, says the Cycle Trader, touching on this subject. These devices have for some time become almost a standard fitment for cycles in the United States. Most of the examples which have been marketed over here have been of Yankee origin and manufacture, and some very pretty specimens of complicated mechanism and wretched workmanship we have from time to time seen. These

have, however, been for the most part let severely alone by cycle manufacturers, while two or three examples of really good design and manufacture have been selling "like hot cakes." We believe that when the cyclist who buys a built up machine of his local cycle maker gets to recognize the advantages of the coaster brake they will sell in ever increasing numbers. Already this has been foreseen by at least one big concern, who have put on the market an English made hub-contained brake to compete with those of American manufacture.

The advantage of the coaster brake is, of course, that it does away with unsightly levers, rods, or wires, and, being self-contained and oil retaining, it is practically weather and fool proof. Its disadvantage is that it cannot be fitted to existing machines without the necessity of rebuilding the wheels, except in the case of one notable exception to this rule.

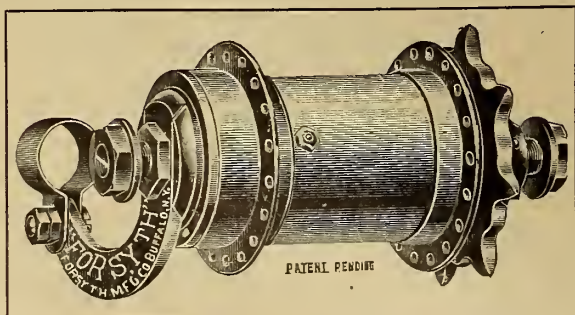
There is one point about the coaster brake hub trade which was put very forcibly before us recently by a leading spirit in this movement. He pointed out that to successfully market a coaster hub on the English trade it must be perfectly "fool proof," so much so that it must be designed in such a way as to be without any complications, simple to put together in the right and impossible to put together in the wrong way. These are points which designers of coaster hubs should keep in view. To the agent or the factor the trouble in replacing parts of

complicated devices and the ignorance which some agents display as to the way in which these pieces of mechanism work are a constant source of worry and waste of time. A fool proof hub which can be taken apart and understood by the most uninitiated agent or cyclist is the hub that will sell. Complicated mechanisms are not wanted, and will only bring loss to those who handle them.

To Do Business in Russia.

According to a German consular report, the Russians prefer to buy from parties who deliver the goods free from duties, freight charges, etc., and who state the price in rubles and the weights and measures in the Russian or metric systems. Often, he says, the refusal to receive goods or to take them out of the custom house is due to unpleasantness connected therewith rather than to bad intentions, and adds: "It is best, therefore, in almost all cases of foreign sales, to keep a representative in the field." The business year begins just after the harvest, with the advent of the commercial travellers, at which time orders are booked. The goods are delivered in February. Notes for six months are the usual form of payment. In some cases nine months' notes are given and taken. At times payment will be put off so that a year's credit is often required. Thus only companies having large capital can compete in a field of this kind. People of small means have hardly any chance in Russia's foreign trade.

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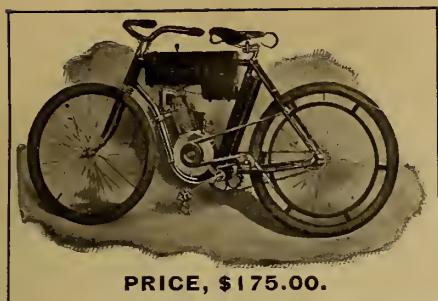
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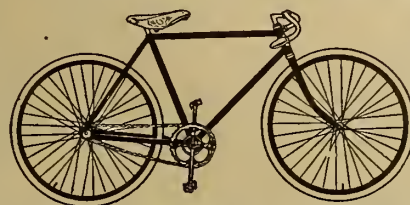
Mr. J. N. White, riding the Merkel, arrived first at 6 out of 9 controls, finished first in New York and scored 1000 points.

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The FOWLER,
The MANSON,
The SHERMAN.

WE MAKE OUR OWN WHEELS
They are known the world over.
They have always given satisfaction.

WE SELL THE BEST BICYCLES THAT RETAIL AT \$25.00.

WE SELL THE BEST BICYCLES THAT RETAIL AT \$35.00.

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We have always made these three grades and values, and we shall keep on making them.

Our bicycles are unquestioned for durability and for speed qualities.

We have ample capital and increased facilities.

New Models for 1903.

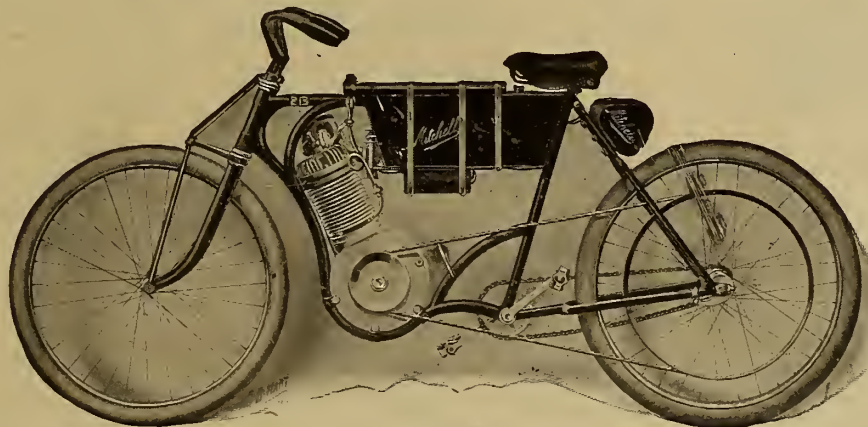
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3½ Horse Power



MODEL 53.

\$225.00

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BUT OUR HORSES

are out of three-and-one-half-inch-bore by four-inch-stroke and are the strongest, fastest and best bred in the world.

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will help you understand many things about motors which may now seem hard of understanding.

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Nock's Special Spokes Guaranteed absolutely not to rust. Stronger than steel. Write for price.

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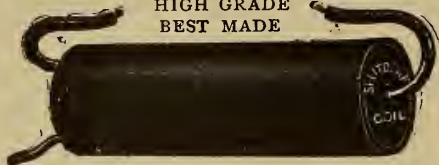
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ROLLER**NOISELESS IN MUD, WATER OR
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GUARANTEED TIRESgive the best satisfaction and afford you a nice
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With millions in daily use, it has stood the test for
more than five years, and is adaptable to ball bearings of
any kind.

If you are users of ball bearings we would be pleased to hear
from you and mail you our catalog with the latest information
which we know would be profitable and interesting to you.

THE STAR BALL RETAINER CO., Lancaster, Pa., U. S. A.

How the Prudent Cyclist Eats.

A peculiarity of cycling as compared to most other athletic exercises is the extraordinary difficulty in keeping moving when once actual hunger is experienced. The "hungry horrors" are familiar to most men who have ridden far and fast. They come suddenly, and leave the rider as weak as a child. Without food and rest it is almost impossible to struggle on. On the other hand, the recovery is more complete and sudden than in the case of exhaustion produced by any other form of physical exertion. The walking man or the runner, if he once becomes thoroughly baked from hunger and fatigue combined, does not recover until he has had a night's sleep. Let the cyclist have a square meal and two hours' rest, and he changes from a state of absolute collapse into one of such vigor and activity that the rest of the day's journey seems mere child's play. Nevertheless, such a collapse is not beneficial, and is most unpleasant while it lasts. The experienced cyclist, therefore, is very careful to keep hunger at arm's length, and to this end he eats often. Heavy meals produce a feeling of extreme lassitude, and are injurious unless a considerable period of inactivity follows for digestive purposes. Therefore the prudent cyclist, though he eats often, never eats heavily until the day's work is done.

Keegan Comes Back to the Track.

Pat Keegan, after being off the track since the six-day race at Madison Square Garden, New York, has resumed the racing togs and is training at Lowell, Mass. He is said to ride much easier than when he was in the amateur class, but his long lay-off has told upon his speed. He expects, however, to get back to his old-time form by means of plenty of training and hard work.

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25c.

"GEM"

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"LEADER"

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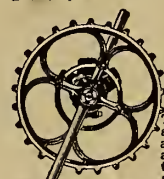
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Absolutely the BEST.
WHY?

They are Mechanically Correct, Accurately Ground, Lightest, Neatest in Appearance, and they are used by the best Manufacturers and ridden by the best Professionals and Amateurs of America.

PARK CITY MFG. CO., Inc., CHICAGO.

An Arabian Boy's Tale.

Ameer Abriziad is the son of an Arabian who vends fruit from a stand in Georgetown, D. C. He is nine years old, but so old in the art of "borrowing" any bicycle which he happens to find unattended that his father chained him to the floor of his home to prevent him from further depredations.

While Ameer was thus held in durance a bicycle disappeared, and a detective who was wise to the boy's pranks knew where to seek a clue. When he reached the Abriziad domicile he was met by the assurance from the boy's mother that "He won't run away with any more wheels; his father has chained him down."

Finding this to be true, the detective notified the authorities, and an agent of the children's guardians was sent to investigate and release the boy. The visit was unnecessary.

"He broke the chain," explained the mother, "and rode away on his father's bicycle."

A boy friend whom he had informed of his predicament called at the house and smuggled to him a large nail; with the skill of a cracksmen he forced the padlock and was free.

The Game of "Black and White."

Parisians call Woody Hedspeth, of Chicago, the "Second Black," to distinguish him from Major Taylor. The presence of the two colored bicycle cracks in France has developed a new game on the tracks there in the form of a series of team races, "Blacks against whites."

The French papers describe a race of this sort run at the Buffalo Velodrome on August 13 as being of absorbing interest. It was won by Taylor and Hedspeth, who were teamed against Bourotte and Jue. In the first heat, at 1,000 metres, the order of finish was Taylor, Bourotte, Jue Hedspeth. The second heat was at 1,000 metres, ridden on tandems, and this the black pair won. The third race, a pursuit race, was won by the whites in 3 minutes 33 seconds, and a final between Taylor and Jue at 300 metres was won by Taylor in 38 seconds, which was four-fifths of a second better than the record.

The Lady and Her Eggs.

Mrs. Josephine Hall, of New Brunswick, N. J., is a plucky bicyclist and displayed her mettle one day last week, when Alexander Campbell's horse ran away, but failed to pass her. Mrs. Hall was on her bicycle, carrying a basket of eggs. She saw the horse in time to dismount and seize the animal by the bridle; and she didn't break an egg.

Pennsylvanians on a 1000-mile Tour.

A party of bicyclists left McKeesport, Pa., on Wednesday last for a ride of a thousand miles over a route taking in Niagara Falls and extending to Boston. Robert J. Caughey, Charles Lawson, James Herbertson, Guy Richards, Harry Miller and Horace Lynch compose the party.

The Week's Patents.

736,409. Cycle Safety Apparatus. Arthur Kuhn, Magdeburg, Germany. Filed December 24, 1902. Serial No. 136,509. (No model.)

Claim.—1. The combination, in a cycle, of a rod provided with a hook and a universal joint fastened to the frame, a lock, a clock-work fastened to the shackle of said lock, a lever provided with a fork grasping the end of said rod and a pin, a clapper having a pin acted by the pin of that lever, and a bell to be struck by said clapper, all as and for the purpose set forth.

736,584. Pneumatic tire. William Corliss, Providence, R. I. Filed February 9, 1900. Serial No. 4,641. (No model.)

Claim.—1. In a pneumatic tire, a non-expandable fabric tube having a sleeve, formed of textile material, flexibly connected with the fabric tube and adapted to receive and hold a tread band tangential to the tube, as described.

736,638. Tire. Walter P. Scofield, Gainesville, Fla., assignor of one-half to Robert B. Livingston, Gainesville, Fla. Filed March 4, 1903. Serial No. 146,208. (No model.)

Claim.—1. A bicycle tire comprising a sectional hollow core or body portion provided with a plurality of recesses or pockets, partitions or spacing blocks arranged within the pockets and defining one or more air chambers, said partitions or blocks each being provided with an elastic sleeve or collar.

736,735. Piston. John C. Junkin, Grafton, N. D. Filed March 28, 1903. Serial No. 149,971. (No model.)

Claim.—1. In a piston, a hollow piston rod adapted to be connected with a pressure supply, and a piston head to which the piston rod is secured, said head having a pressure chamber in its periphery and a port leading from the inner end of the chamber to the bore of the piston rod, as set forth.

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"The A. B. C. of Electricity" will aid you in understanding many things about motor bicycles that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

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 or intend to ride or sell
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| Due Albany | 4.10 P.M. | 7.35 " |
| " Syracuse | 7.55 " | 11.25 " |
| " Rochester | 9.45 " | 1.15 " |
| " Buffalo | 11.40 " | |
| " Toledo | 5.55 A.M. | 8.25 " |
| " Detroit | | 3.15 P.M. |
| " Chicago | 11.50 " | |

"Chicago Special" has through Buffet Library Smoking Car
 and Dining Car to Syracuse and from Toledo to Chicago.

"North Shore Special" has Dining Car to Albany, and from
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interested in cycling who realizes the value of keeping informed
 about all that concerns it this blank will be hint enough:

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Enclosed find \$2.00 for which enter my subscription
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The Bicycling World

AND MOTOCYCLE REVIEW.

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Volume XLVII.

New York, U. S. A., Saturday, September 5, 1903.

No. 23

"DETROIT PLAN" EXPLAINED

Just how the Agreement Between Jobbers and Makers Operates—Hits Price-Cutters.

Adherents to the "Detroit plan," as outlined by the National Cycle Trade Association, have now passed the half hundred mark. This week the number of manufacturers who had signed the agreement totalled fifty-four.

The idea that has gained currency, and that was repeated as late as last week, that under the agreement price cutters are denied discounts on only the particular species of goods affected by their action, it is explained by an officer of the association, is an erroneous one. Price cutters will be refused trade prices by all makers of all goods covered by the agreement. This official sketched the plan in this language:

"The plan is not in any sense a 'pool,' nor is it a gentlemen's agreement. It consists of individual contracts, each of which is legal.

"First—A contract between the National Cycle Trade Association and the individual manufacturer, by which the association agrees to furnish a list of jobbers who can be depended upon to maintain prices and to 'cut off' from said list the names of those who do not maintain prices. The manufacturer agrees to use this list and respect the 'cut off' when issued.

"Second—A contract between the individual manufacturer and the individual jobber, by which the manufacturer fixes the selling price and agrees to allow the jobber a commission or rebate or discount, only in consideration of his maintaining the selling price fixed by the manufacturer.

"Third—While there is no contract to put the idea in words, it follows, from the clauses above cited, that if the jobber cuts the price of one manufacturer's goods, the operation of the first clause is to cut him off on all goods sold under the plan, since he has shown that he cannot be depended upon to maintain prices.

"These are the essential features of the plan. All else is subject to variation in individual cases."

Motor Bicycles at \$135.

Hereafter the style of the A. Clement Cycle Motor & Light Carriage Co., Hartford, Conn., will be merely A. Clement. Concurrent with the change of title comes the announcement of a Clement motor bicycle at \$135—a price, however, that will remain in force for a limited period only; the 1904 figure will be materially higher. The bicycle, which is specially made of 10-gauge tubing, will be equipped with the Clement motor, which has been marketed during the last year and which has proven itself a powerful little engine, and one of splendid hill climbing capacity. The equipment of the Clement machine is sufficient to prove it a rare bargain at the figure named. The use of G. & J. tires. Persons motor seat, Roche's batteries, Splittorf coils and A. B. C. or Corbin Duplex coaster-brake attests its quality.

Continental Incorporates.

The Continental Rubber Works, Erie, Pa., has been formally incorporated under Pennsylvania laws, with a capital of \$200,000 and these directors: C. E. Miley, New Haven, Conn.; Alexander Jarecki, Frederick C. Jarecki, H. T. Jarecki, Robert Jarecki, O. T. Becker, E. A. Becker, Charles F. V. Kelly and Theron R. Palmer.

Wants to Borrow \$4,000.

The receiver of the Motor Cycle Manufacturing Company, Brockton, Mass., has applied to the court for permission to borrow \$4,000. That amount is necessary to discharge the lien on the machinery.

Snell Comes Back Again.

Samuel Snell, who established the Suell Cycle Fittings Co., in Toledo, and, after disposing of his interests, returned to England, is again in this country. He will probably relocate here.

Palmer Resigns Secretaryship

H. A. Palmer has resigned the secretaryship of the Pennsylvania Rubber Company. It is stated that he is "going into" solid rubber tires.

Russian Buyer Coming.

John G. Alexioff, a Moscow (Russia) buyer, is due here about October 1. He is coming, of course, to make purchases.

MAY BE A SHOW

Efforts Making to Revive the Annual Exhibition in Madison Square Garden—Will be Decided Next Wednesday.

There may be a bicycle show in Madison Square Garden this winter.

This report has been of annual recurrence, and has annually proven barren. On this occasion, however, it contains more real substance than has been the case with the reports of previous years, and the prospect that the show will be brought about is excellent.

Colonel Albert A. Pope has interested himself in the matter, and has expressed himself as being heartily in favor of a revival of the annual exhibition. He has even stated that his company will take all unoccupied space to assure that there shall be no void. The Madison Square Garden management also is willing to lend assistance in every way possible.

The matter will be definitely settled on Wednesday next. If it is decided to hold the show it will almost certainly occur during December, as in that month only is there an open week on the Garden's books.

Robinson's Claims not Overlooked.

"If any one fancies that William Robinson's coaster brake patent, No. 654,542, of October 8, 1897, has been overlooked by the parties to the Copeland-Townsend fight, he is deceiving himself," said a man familiar with that three years' struggle and referring to a recent claim that the Robinson patent in question was a master patent that had escaped attention. "As a matter of fact," he went on, "no patent was issued to Townsend on that date; it was then that he filed the application, and No. 654,532 is merely the number of the application. The patent itself has never been issued, and for the very good reason that Townsend's claims have not been overlooked by the Copeland-Townsend attorneys. The fate of Townsend's October application is bound up in the verdict in the Copeland-Townsend case, the appeal in which is to be heard next week."

EXPORTS TAKE A JUMP

For First Time in Ten Months July's Figures Show an Increase.

For the first time in nearly a year the exports of bicycles and parts show an increase, and a substantial one at that. During July the value of these goods sent abroad reached \$185,525, as against \$160,254 in July, 1902, a gain of more than \$25,000. To match this it is necessary to go back to September, 1902, which was the last time that a gain was shown. The nearest approach to it was in December last, when the loss amounted to only \$6,000. Since then it has averaged close to \$50,000 a month.

British Australasia is almost wholly responsible for July's fine showing. The purchases rose from \$14,781 in July, 1902, to \$42,468 in July of this year. The Philippines, Germany, the Netherlands, Belgium, "Other Asia and Oceania" and Hong Kong all show gains, that of the first named being the most marked.

No very large losses are recorded. France leads in this respect, dropping from \$9,779 in July, 1902, to \$1,818 month before last. Japan, too, shows the same falling off that has marked it during the past few months, viz., from \$33,878 to \$27,918. The United Kingdom, British North America, British East Indies and British Africa all show losses.

For the seven months of the fiscal year the loss over the corresponding period of 1902 is slightly more than \$400,000, the figures being \$1,845,265 and \$1,421,910, respectively. Japan, British Australasia and Mexico make the best showing for this period.

The exports in detail for the month and the seven months, respectively, are as follows for the corresponding periods:

| Exported to— | July— | | Seven months ending July— | | |
|---|-----------|-----------|---------------------------|-------------|-------------|
| | 1902. | 1903. | 1901. | 1902. | 1903. |
| | Values. | Values. | Values. | Values. | Values. |
| United Kingdom..... | \$32,398 | \$29,746 | \$354,196 | \$308,073 | \$183,374 |
| Belgium..... | 2,886 | 4,865 | 24,517 | 38,569 | 36,220 |
| France..... | 9,946 | 1,818 | 162,291 | 146,681 | 97,298 |
| Germany..... | 3,662 | 10,146 | 160,866 | 228,413 | 110,562 |
| Italy..... | 3,949 | 4,511 | 34,293 | 51,275 | 34,064 |
| Netherlands..... | 7,319 | 12,667 | 108,852 | 117,410 | 71,197 |
| Other Europe..... | 9,779 | 8,222 | 231,539 | 246,075 | 134,935 |
| British North America..... | 13,456 | 9,806 | 260,046 | 133,484 | 127,161 |
| Central American States and British Honduras..... | 313 | 446 | 3,613 | 2,002 | 1,835 |
| Mexico..... | 4,051 | 4,026 | 14,099 | 16,379 | 37,016 |
| Cuba..... | 641 | 921 | 6,476 | 8,277 | 8,902 |
| Other West Indies and Bermuda.... | 3,471 | 1,877 | 30,622 | 31,203 | 20,449 |
| Argentina..... | 245 | 992 | 4,502 | 5,293 | 8,310 |
| Brazil..... | 247 | 1,058 | 4,345 | 3,634 | 4,850 |
| Colombia..... | 277 | 27 | 500 | 740 | 480 |
| Venezuela..... | 18 | 46 | 1,306 | 307 | 141 |
| Other South America..... | 978 | 1,638 | 16,374 | 12,059 | 10,905 |
| Chinese Empire..... | 2,523 | 1,948 | 41,991 | 18,958 | 12,904 |
| British East Indies..... | 5,436 | 2,232 | 37,307 | 35,049 | 15,144 |
| Hong Kong..... | 50 | 1,896 | 2,353 | 3,919 | 3,381 |
| Japan..... | 33,878 | 27,918 | 160,587 | 222,245 | 244,195 |
| British Australasia..... | 14,781 | 42,468 | 115,630 | 127,512 | 179,279 |
| Philippine Islands..... | 265 | 9,992 | 24,892 | 11,576 | 19,060 |
| Other Asia and Oceania..... | 2,281 | 4,125 | 13,730 | 13,999 | 18,858 |
| British Africa..... | 7,268 | 1,018 | 41,482 | 57,657 | 37,254 |
| All other Africa..... | 136 | 1,116 | 5,298 | 4,464 | 4,073 |
| Other countries..... | | | 184 | 12 | 63 |
| Totals..... | \$160,254 | \$185,525 | \$1,861,891 | \$1,845,265 | \$1,421,910 |

Spokes Guaranteed Against Rust.

After several attempts, George W. Nock, of the Penn Lock Works, Philadelphia, who has been experimenting for a long time with suitable metals with a view of making a spoke for bicycles that will not rust and will have the strength necessary to make a good wheel, has at last succeeded. He has evolved a special metal which, it is asserted, has a tensile strength of 17 per cent more than ordinary steel spokes. The spoke he is now marketing; it is low priced, and guaranteed positively non-rustable. Mr. Nock thinks that had he succeeded in producing it a few years since he would have had more business than he could have attended to.

Mr. Nock is the proprietor of the Penn Lock Works, and was one of the pioneers in the bicycle sundry business. The Penn Lock Works was established in 1830 by Mr. Nock's father, and the present Mr. Nock has had sole charge of it for the last thirty years, having made many improvements in locks, and at the present time making a specialty of locksmithing supplies as well as bicycles, bicycle sundries and parts.

I. A. Weston Co. Bankrupt.

On Tuesday last in the United States District Court at Utica, N. Y., a petition in involuntary bankruptcy was filed against the I. A. Weston Co., of Jamesville and Syracuse, makers of wheels, rims and hubs. The petitioning creditors were the Central City Brass Mfg. Co., C. W. Snow & Co. and the Syracuse Supply Co., the amounts of their claims being respectively \$412.93, \$146.84 and \$167.71. A statement of the company's condition is being prepared. The liabilities are roughly estimated at \$34,000.

"The business you do to-day ought to help increase your business for to-morrow."

NO USE FOR WOOD RIMS

New York Dealer Declares his Preference for Steel Rims—Attacks Quality, Too.

At least one tradesman holds views on the rim question that in some quarters will be characterized as revolutionary. He favors the steel rim, and if it were "up to" him would have no hesitation in replacing wood rims with the metal kind. Incidentally, he believes that New York and other large cities are being made a dumping ground for inferior rims.

"Do you know what I would do if I were a manufacturer and had the opportunity to choose the material for my rims?" asked this man, who is a well known dealer, of the *Bicycling World* representative. "I would fit steel rims, to the entire exclusion of wood ones.

"Why? Because they would give less trouble than the kind of rim we get nowadays. Oh, yes, I remember what a time we had with steel rims a dozen years ago; but times have changed, and metallurgical processes with them, and to-day any up-to-date steel concern could turn out a rim that would utterly discount the early product. They could do it as cheaply as wood rims, too; perhaps even more cheaply. And I believe a good steel rim would give better satisfaction.

"Look at the trouble we have with wood rims! It is my belief that nine-tenths of those sold in the cities are nothing more or less than seconds, rejected by the bicycle manufacturers and turned back on the hands of the wood rim makers, who in turn dispose of them to the jobbing and parts concerns.

"Oh, you need not look so incredulous. I believe it, and while the jobbers may not be cognizant of the palming off of seconds on them, they are thus 'done up.' Why, I never buy rims that I don't have to go over and over them, rejecting the worse and taking poor ones simply because they are the best I can get. You needn't tell me; I know."

Preparing for Motorcycle Boom.

According to Maurice Talbot, of the Berlin house of Romain Talbot, who is now in this country closing contracts for next season, Germany is on the eve of a motorcycle boom. One manufacturer is making up 7,000 motor bicycles for next year's market, and all of the others also are producing lesser but substantial quantities.

The Retail Record.

Titusville, Fla.—L. K. Myers succeeds W. P. Giles.

St. Johnsbury, Vt.—W. W. S. Brown, bankrupt; liabilities, \$2,970.65; assets, \$2,742.

Never let a competitor get wind of what you intend to do, says one of the modern sages.

MOTORCYCLISTS ARE READY

For National Organization on Monday and for the Contests on the Track.

All is now in readiness for the meeting on Monday next in Brooklyn at which the projected national association of motorcyclists will be brought into being.

It is certain that at least six, and possibly nine, States will be represented by delegates present in person, while practically all others will be represented by written communications of riders who will be there "in spirit," and who desire to be enrolled as members. With few exceptions the heartiness of these letters seems to make plain that the organization will not lack willing and enthusiastic workers.

The title for the organization was discussed at the final meeting of the joint committee of the New York and Alpha Motor Cycle Clubs which is engineering the affair, and while there is no assurance that the name will be adopted, it was decided to suggest "Federation of American Motorcyclists" or "American Motor-cyclists' Federation"—the committee considered that motorcyclists should be spelled with a hyphen.

Although the abscess resulting from his fall downstairs prevents him from riding or moving about freely, George A. Wyman, the Motorcycle Magazine's cross-continent traveller, writes from Nova Scotia that he cannot stay away while there is so much doing in motorcycling, and accordingly he will be at Monday's meeting and races.

The first of the events that are to occur in connection with the convention will be run this afternoon on the Manhattan Beach track. It will be the four hour race for motor bicycles not exceeding 5 horsepower, in which nine prizes are offered, including one for the rider completing the greatest distance without a stop; it was originally offered for an absolute non-stop performance, but as it was appreciated that this might prove impossible, the condition was altered so that there will be no doubt of an award. Twenty-three riders have entered for the race, as follows:

| Contestant. | Wt. | Machine. | H.P. |
|------------------------------------|-----|----------|------|
| R. C. Thurwachter, Syracuse, N. Y. | 160 | Indian | 1½ |
| E. J. Edmond, New York | 128 | Thomas | 2 |
| C. G. Embleton, Westfield, N. J. | 160 | Indian | 1½ |
| G. N. Holden, Springfield, Mass. | 140 | Indian | 1½ |
| W. F. Murphy, New York | 150 | Indian | 1½ |
| Alex. Dufrane, Elizabeth, N. J. | 145 | Indian | 1½ |
| W. H. Owen, Brooklyn, N. Y. | 180 | Indian | 1½ |
| P. H. Johnson, Newark, N. J. | 165 | Indian | 1½ |
| D. D. Miller, New York | 160 | Orient | 4 |
| John Doe, Hammondsport, N. Y. | 150 | Hercules | 5 |
| James Ready, Brooklyn, N. Y. | 143 | Orient | 4 |
| Edward Goodwin, Newark, N. J. | 129 | Orient | 3 |
| N. P. Bernard, Hartford, Conn. | 150 | Columbia | 2½ |
| W. J. Ziegler, Hartford, Conn. | 150 | Columbia | 2½ |
| Wm. P. Dugan, Jersey City, N. J. | 145 | Orient | 3 |
| Chas. Kirkman, Hammondsport, N. Y. | 150 | Hercules | 2½ |
| W. H. Wray, Jr., Bayshore, N. Y. | 150 | Orient | 4 |
| Herman Jehle, New York | 166 | P.-T. | 1½ |
| T. W. Rogers, Brooklyn, N. Y. | 135 | Indian | 1½ |
| T. P. Baker, New York | 135 | Indian | 1½ |
| G. H. Curtiss, Hammondsport | 150 | Hercules | 2½ |
| Harry Lake, Brooklyn, N. Y. | 135 | Indian | 1½ |
| J. P. Finnegan, Brooklyn, N. Y. | 150 | Orient | 2½ |

The programme for the three days, as issued by the committee, is as follows:

SATURDAY, SEPTEMBER 5.

Open house all day at both clubs, and distribution of badges.

12 m.—Four hour race at Manhattan Beach.
After dark—"Inspection" of Coney Island.

SUNDAY, SEPTEMBER 6.

8:30 a. m.—Run from Alpha quarters to Merrick Road.

9:30 a. m.—Run from New York quarters to Riverside Drive and Lafayette Boulevard.

1 p. m.—Runs leave both clubhouses, meeting at Battery, New York, for joint tour of Staten Island.

After dark—Personally conducted tours.

MONDAY, SEPTEMBER 7.

9:45 a. m.—Photograph of founders at No. 33 Grant Square, Brooklyn.



10 a. m.—Business meeting at No. 33 Grant Square, Brooklyn; also luncheon.

2 p. m.—Races at Manhattan Beach.

7 p. m. if necessary)—Completion of business meeting.

The programme is embellished with the accompanying picture of "Liberty Enlightening the World," a spark plug being substituted for her torch and a bicycle motor for the scroll which she is usually pictured as holding in her left hand.

Solar Lamps for Motorcycles.

It is likely that there shortly will be a Solar lamp for motorcycles on the market, the Badger Brass Mfg. Co. having about decided on its manufacture. Among other things, it will have a larger carbide pot and a stronger bracket than the Solar lamps for ordinary bicycles.

DECLINES CHAMPIONSHIPS

N. C. A. Cables America's Refusal to International Body—The Unusual Reasons.

After America had been four years a candidate for the world's championships, the honor was offered to this country for 1904 by the International Cyclists' Union, the understanding being that they were to be held during the World's Fair at St. Louis. The offer of the championships was cabled to Chairman Batchelder, of the N. C. A., but he felt obliged to send a cable back declining the offer. Before his cable was forwarded from Paris to Copenhagen, however, the vote was taken, and the championship meet for next year was awarded to this country. Now they will have to reallocated, and it is believed they will go to England.

Chairman Batchelder explains that the N. C. A. was obliged to decline the offer because the peculiar rules for the division of the gate money among the various bodies forming the I. C. U. could not be observed in connection with a meet held within the gates of a big fair grounds such as that at St. Louis. The championship meet is a "gate-money proposition," pure and simple, and the directors of athletics at the fair would have none of it.

Rain Causes Many Postponements.

The persistent rainstorm of last week that continued halfway into this week caused the postponement of several championship meets as well as other races. After the struggle of Saturday, August 22, at Manhattan Beach, when Kramer and Lawson let Bedell and Collett run away and, by finishing third and fourth, became tied at 33 points apiece, the next race was that at New Haven on Thursday, August 27, which Kramer won, as was reported in the Bicycling World last week. This made the score Kramer 38 and Lawson 36.

There was no race at Manhattan Beach last Saturday, nor anywhere else till Tuesday night, when Lawson beat Kramer at New Haven, as told elsewhere, and the score then became Kramer 41 and Lawson 41.

Victory Caused Kimble to Cable.

Owen Kimble won a notable victory in Paris on Thursday over "Major" Taylor and the best of the foreigners, and "Old Kaintuck" felt so delighted about it that he sent a cable to Chairman Batchelder of the N. C. A. telling him about it. It was a scratch race that Kimble won, with Taylor second, Ellegaard third and Jacquelin and Meyers unplaced. This was a great triumph for Kimble, as Ellegaard won the world's championship for the second time at Copenhagen. Subsequently he was beaten by Taylor in Paris, and Jacquelin recently surprised every one by beating Taylor and Meyers in a match race, so it was no little glory to him for Kimble to dispose of the whole lot,

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114 Second St.

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NEW YORK, SEPTEMBER 5, 1903.

The Needed Cocktail.

"The show's the thing." It always was "the thing." It will benefit cycling and the cycle trade if it can be again made "the thing."

Efforts to that end have been made during recent years; they have proved abortive. The effort that is now making to hold a show in December next is under better auspices and promises results.

The effort should be hailed with something akin to joy, and there should be some vigorous "rooting" in all parts of the country.

The trade needs a cocktail; a cycle show would be of that nature. It would not help bicycles less, but motor bicycles more.

Decadence of Cheapness.

Succeeding the fat years of the middle 90's came the lean ones of the late 90's; years when the buyer who had been accustomed to pay unwhimperingly \$150 and \$100 for bicycles strained at \$75, and frequently came to the conclusion that \$50 was too much.

Down, down went prices, until it almost seemed as if they would never stop.

With the coming of the present decade the pendulum began to swing in the opposite direction. The decrease in—almost the disappearance of—the cheap truck that had for so long glutted the market, and the gradual stiffening of prices which ensued, is too well known to need more than mention now. Every maker and every dealer is cognizant of it. There has been an advance all along the line, and to-day some of the best sellers are machines that a few years ago no maker would have put forth with the expectation of their proving successful. Yet to-day buyers realize their value, and pay the price asked for them without demur.

A case which came under our observation recently illustrates this changed attitude of the purchasing public.

Having occasion two or three years ago to purchase a machine for his daughter, a certain business man looked for one offered at a moderate figure—a very moderate figure. He finally decided upon a machine of standard make that was listed very low—lower than it should have been, as a matter of fact. It was fitted with a coaster brake, and was really marvellously good value for the money. It gave almost perfect satisfaction, and the buyer never lost an opportunity of singing the praises of cheap bicycles, and of contrasting them with the high priced ones of a few years earlier, to the great disadvantage of the latter.

A couple of years later his daughter desired a new machine. A number of her friends were using chainless machines, and she wished to follow their example. The parent had no particular objection to acceding to the request, and again looked over the field. He was rather staggered when he learned that prices had advanced and that the list price of the machine desired was \$75. From half that sum—which was the price of the first mentioned wheel—seemed a big jump; but he seemed to know that there had been an advancement of prices, and was willing to pay more, but not 100 per cent more. He hemmed and hawed about it, therefore, and as the season was rather far advanced it ended by nothing being done.

But if he expected to save money by this policy of procrastination he was counting without his host. The next year—that is, this spring—the matter came up again, and this time there was no denying the daughter. She knew exactly what she wanted, and, having been put off one year, she was

determined to obtain the gratification of her desire this time. So an ultimatum was delivered to the father, and once more he set forth to see what he could do in the matter of price.

Much was his astonishment to be informed that such a machine as the specifications he held called for would cost almost \$100. For the daughter, who in 1902 would have been satisfied with a coaster brake chainless, had progressed with the times. She now wanted one with a changeable gear and cushion frame, and nothing short of that would satisfy her.

In the end she carried her point; and the desired bicycle was bought. It is now being ridden, and there is only one person more pleased than its rider—and that person is its purchaser! Where three years before he had taken pleasure in discounting upon the cheapness of bicycles, and glorying in the fact that his daughter's had cost little money, he now took pride in the opposite fact, viz., that the new bicycle was costly. He now has nothing but contempt for the cheap kind. Nothing good was ever bought for a song, he said, and when bicycles were dirt cheap one could not well expect them to be of superlative quality.

Bicycles and the Army.

General Miles's parting recommendation of bicycles, motor bicycles and automobiles as aids to the army service doubtless will be permitted to pass into the national pigeon hole. Probably not until the United States receives a good licking or a good scare will the force of the old warrior's remarks be realized.

National or official conceit concerning the greatness or invincibility of our several arms of war, or the unlikelihood of war, lulls us into such a sense of security that while foreign powers are quick to experiment with or make use of any innovation that promises utility, it is usual in this country to confine improving efforts to guns and armor. If any attention ever is given to such matters as mobilization, or transport, or to the scouting, signalling, hospital or courier services, the outside world never hears of it.

It is the fashion to point to our record in the Spanish war and to swell with pride. So far as concerns the navy there is some cause for it. So far as concerns the army the pride is materially lessened. Luck played no small part in the success achieved. Not even the early rush to overcome the

shortcomings served to materially improve matters. Not only were several thousand men put into the field with smoking and, perforce, self-murdering blunderbusses in their hands, but the close of the war saw several hundreds of thousands still armed with the same weapons. Many of these infantry regiments were stationed in harbor forts—for what reason, the Lord only knows. After six months' service a hard day's march probably would have incapacitated half the number, and an hour's trenching made their hands too sore to hold a gun. They drilled twice each day on level, well kept lawns, and, in some instances, to our personal knowledge, with white gloves on their hands. Some of the men never fired a gun during their terms of service; others fired ten shots once a month at inanimate targets.

The militia is now being supplied with magazine rifles using smokeless powder, but if in either the regular army or the National Guard any strikingly new ideas or new implements of war have been introduced it would be interesting to have them pointed out. When cycling was a craze some of the militia made use of bicycles in some form or other, but apparently they were permitted to abandon bicycles when "society" also tired of them. In the regular army, even during General Miles's administration, no serious thought was given the subject.

In Europe practically every army has recognized the value of the bicycle as an aid to the service, and has soldiers trained in their use for particular duties. This is true also of even Japan. It is only the two Anglo-Saxon nations that are derelict in this respect, and of the two Great Britain is possessed of a Volunteer Cyclists' Corps that has retained its organization for many years and that each year devotes a week to field manoeuvres. In face of the experience in the Boer war, in which bicycles were used to good advantage by both parties to the conflict, the disinterest of the American and British war offices is almost incomprehensible.

Practically the same situation exists as regards motor bicycles and motor cars. The European armies are keenly alive to their possibilities, and are actively engaged in developing and discovering and availing themselves of the advantages offered. But two weeks since we published the German authorities' call for bids for motor bicycles for army use, and only last week noted the offer of 10 shillings per diem made by the British War Office to those motorcyclists who would

engage in the military manoeuvres that occur next week.

Here in America some of the army officers have posed in automobiles for photographs, but this has been the extent of their interest. At Fort Myer, Virginia, a motor bicycle or two were said to have been in use, but the *Bicycling World's* inquiry of the lieutenant credited with being the responsible man elicited only the silent scorn that is so often the accompaniment of gold braid.

For so-called discerning, enterprising, aggressive nations, America and England have been strangely blind. The horse never will be superseded, but the advantages of a small, narrow, compact, quick, light, silent conveyance that neither eats, drinks nor wearies, such as the bicycle, or one that, though it may not be so light or quite so silent and requires fuel, is very much quicker and not dependent on its rider's physical limitations—the uses to which such conveyances may be put are plain to all but military eyes. It is regrettable that General Miles's eyes were not opened until the very eve of his retirement.

It is not likely that the fat, ponderous, elderly gentlemen who now constitute the heads of the army, and to whom anything in the form of a bicycle probably appears impossible or undignified, will open their optics until they also are ready to retire, or until, as has been remarked, their soldiers have sustained a few sound thrashings.

Does it Mean Anything?

It is a noteworthy fact that export figures have once more taken an upward turn. After nearly a year of steadily dwindling reports a month is found that shows a substantial and exceedingly welcome increase. The figures for July, which are given in another column, will be found, for a change, exceedingly pleasant reading.

The welcome and quite unexpected jump may prove to be a mere flash in the pan, ephemeral as well as exceptional. And, on the other hand, it may be the forerunner of a movement that will check the decline in exports, even if it does not inaugurate a forward campaign. A vigorous effort, well directed, would at least enable us to hold our own, even if it stopped there. Germany and Great Britain do not find it difficult to extend their markets—the one thus establishing new ones, the other regaining those we took from her during our vigorous days. Why we cannot share in the movement is something for which no convincing argument can be adduced.

ADDED \$800 TO ELKES FUND

Benefit Meet at Charles River a Varied Affair—Champion's Mile in 56 Seconds.

That Harry Elkes has not been forgotten was proved by the attendance of about two thousand persons at the Charles River Park track at Boston on Thursday night, when a race meet was held to assist the movement for providing a suitable monument for his grave. The sum of \$772.50 was realized. A picture of Harry Elkes was drawn for, and fell to the holder of ticket No. 616.

One of the most exciting events of the evening was Albert Champion's motorcycle ride to reduce his own record of '84-5 seconds for one mile. He succeeded in making the distance in 56 seconds. He of course used his French monster.

A ten mile motor paced race was to have been contested by three men, but Saunders, who was to pace Nat Butler, had a balky machine, and it was decided, after some trouble had been experienced, to confine the race to Bennie Munroe and James Moran. Thompson was up for the former, and Tenzler for the latter. Munroe had the best of the start, and was really the speedier man, but Munroe broke his chain while in the lead by a quarter of a lap, and Moran won the race. The officials called Moran off the track when it was evident that the race was over, but Moran, determined to give the crowd its money's worth, rode until the mist settled upon the track so heavily as to make riding dangerous.

Three other events were run during the evening, of which the summaries follow:

Five mile open, amateur—Won by Marcus Hurley; P. F. Logan, second; J. B. Coffey, third; W. J. Potter, fourth. Time, 7:57 2-5.

Half mile old timers' race—Won by F. P. Kent; Fred St. Onge, second. Time, 1:18 3-5.

Half mile open, amateur—Won by Marcus Hurley; W. J. Potter, second; P. F. Logan, third. Time, 1:17 2-5.

Used His Bicycle in Tarling.

Another unsuccessful attempt to swim the English Channel was made last week by Montagu A. Holbein, the former English long distance champion. Holbein has long given up record breaking, but he still rides, making use of his bicycle in training for his long swims.

Taylor's Annual Announcement.

On the authority of the Irish Cyclist it is said that "Major" Taylor will retire from the race track at the end of the present season. He is quoted as saying that he has "made as much money as will keep him comfortably in a moderate way for the rest of his days."

Methods are constantly changing. The method that brought failure last year might, if tried now, bring success, remarks a contemporary.

CALDWELL'S GREAT RIDE

Manchester Giant Covers Fifty Miles an Hour in Competition.

Right on top of the establishment of the new one-hour world's record of 50 miles 700 yards by Dangla, at Paris, comes an illustration of the fact that in spite of the records being held abroad the Americans are better riders.

At Charles River Park on Tuesday night Harry Caldwell, of Manchester, revealed himself as a Titan among pace followers by riding 50 miles in the hour. This was the first time that the coveted distance mark ever was reached in this country.

The conditions under which Caldwell performed the feat were in every way extraordinary, and indicated that with all favorable he might have ridden much further in the sixty minutes. In the first place, it was behind the regular motorcycles allowed by the N. C. A., and not behind one of the big fellows with a wind shield attached, such as are used in France. Again, Caldwell's ride was not made against time with the whole track to himself, but in competition with another rider who had as much right to the pole as Caldwell had, and had to be turned out for. Moreover, Caldwell's motor got into trouble, and he was left unpaced a part of the time during the ride, else he would surely have beaten the world's record and perhaps have ridden 51 miles. At the half hour Caldwell had ridden 25 miles 954 yards. His record for sixty minutes was just fifty miles.

The record was made on the new track at Charles River Park that was built to hold the speed of a mile in a minute. The race was one "for blood" and for \$500 a side, "real money," between Caldwell and Albert Champion, the rivalry between this pair being about as bitter as it is between Kramer and Lawson. Caldwell's speed was remarkable from the outset. He began to gain at once, and in the seventh mile he lapped Champion. In the tenth mile Champion lost his pace, and Caldwell gained three more laps. At fourteen miles Caldwell was leading by just one mile.

In the forty-sixth mile Caldwell's motor went wrong, and while he continued riding unpaced Champion regained two laps. A spare motor picked up Caldwell, but it went slowly, and the Frenchman continued gaining. From the time it was announced that 25 miles 954 yards had been covered in the half hour, the crowd was feverish with excitement. Watches were being held in hand everywhere, and the scenes were wild ones, while Champion kept regaining lap after lap.

When the gun was fired for the last two minutes of riding, chaos reigned. Men and women stood upon their seats and cheered like mad, meanwhile counting off the seconds and watching with anxious eyes their

favorites. Caldwell's supporters shivered in their places, and watched with hated breath the Frenchman, who had gained yard after yard, and was swinging all over the track in his effort to beat the Manchester man.

The Gaul made a desperate attempt, and at one time it looked as if he might turn defeat into victory; but in that last minute Caldwell ground his teeth together and stuck to it gamely, flashing across the tape for 50 miles just a second before the gun was fired for the hour.

Champion was thirty yards back, fighting for life and needing that distance and one more lap to give him victory. With it al-



Caldwell on His Reading Standard Racer.

most in sight it was snatched away from him.

It is undoubted that Caldwell rode a little more than the fifty miles, probably twenty-five yards, for he passed the tape before the time expired; but the exact distance was not measured.

Caldwell is a big six-footer who is frequently referred to as the "Manchester Giant." Before he took to pace following he was a sprint rider on the N. C. A. circuit. This has been his coming-out season, and he has shown himself plainly to be the best among the pace followers.

Lawson to Sail Monday.

On the evening of Labor Day, as soon as the races are over and the N. C. A. circuit championship decided, Iver Lawson and Floyd McFarland will start for the Pacific Coast to embark for Australia, where they hope to capture some of the big purses that are hung up there during the winter. C. D. Harrington, of the Melbourne Bicycle Club, who is now in New York, has made an offer of a match race for a purse of \$3,000 between Don Walker, the Australian champion, and Lawson, in case the latter wins the championship.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York ***

EACH HAVE 41 POINTS

Fight for Championship Between Kramer and Lawson Continues to be Close.

On Wednesday, when the leaders in the struggle, Kramer and Lawson, were tied in first place, it was mutually agreed between the circuit riders, the track owners, promoters and N. C. A. officials that there should be three more meets of the national circuit championship and that it would end on Labor Day with the meet at Manhattan Beach. It was mutually agreed also that an exception to the rule about championships on Sunday should be made and a circuit meet held at Belleville on Sunday. The three concluding meets, therefore, will be Saturday and Monday, at Manhattan Beach, and Sunday at Belleville. These will settle the question of the title, as Kramer and Lawson will start even in the race of Saturday. The championship table to date, nine races having been held, and three of them for double points, is given below. The single figure (1) indicates one ordinary point event with five points for first, while the crosses (x) each indicate a double point event; thus Kramer's score reads that he has won three ordinary firsts and one ten point first; two ordinary and one double point seconds and one double point third:

| Man and team. | 1st. | 2d. | 3d. | 4th. | Pts. |
|------------------------|------|-----|-----|------|------|
| Kramer (Pierce)..... | 111x | 11x | x | 0 | 41 |
| Lawson (Columbia)... | 111x | 11x | 1 | x | 41 |
| J. Bedell (Rambler)... | x | 0 | 11 | 1x | 17 |
| Fenn (Columbia)..... | 0 | 1 | x | 1x | 10 |
| McFarland (Tribune)... | 0 | 0 | 1x | 11 | 8 |
| Collett (Rambler).... | 0 | x | 0 | 0 | 6 |
| Bardgett (Rambler)... | 0 | 0 | 11 | 1 | 5 |
| Root (Columbia)..... | 0 | 1 | 0 | 0 | 3 |
| M. Bedell (Rambler)... | 0 | 0 | 0 | 1 | 1 |
| | 9 | 9 | 9 | 9 | 133 |

Motorcyclist Neff Wins Twice.

A motorcycle event was provided for on each day of the successful meet held by the Columbus (Ohio) Automobile Club at the Driving Park last Friday and Saturday. A three mile race on Friday was won by E. A. Neff on a 1¾ horsepower Thomas. Neff won also the five mile handicap which was the motorcycle event on Saturday. The summary:

Three mile race for motorcycles—Won by E. A. Neff (1¾ horsepower Thomas); Frank Lowell (3 horsepower Buckeye), second; Ernest Wolumber (3 horsepower Marsh), third; K. B. Seeds (2½ horsepower Hercules), fourth; H. P. Nichols (2 horsepower Mitchell), fifth. Time, 4:39 1-5.

Five mile handicap for motorcycles—Won by E. A. Neff (1¾ horsepower Thomas); Frank Lowell (3 horsepower Buckeye), second; Ed. Adams (2 horsepower Mitchell), third; H. P. Nichols (2 horsepower Mitchell), fourth; W. F. Savage (2 horsepower Mitchell), fifth.

Politeness is like a rubber tire; it may not be very solid, but it eases the jolts wonderfully.—(Philadelphia Inquirer.)

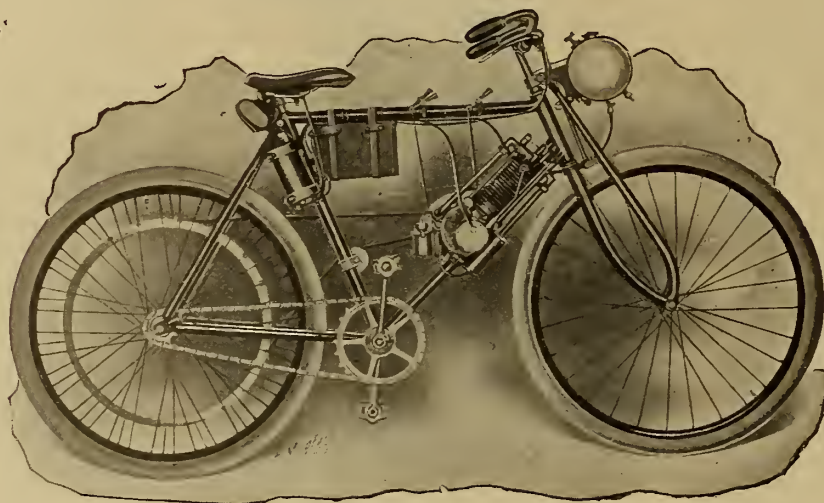
Heretofore we have marketed only Clement motor outfits.
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BUT ALSO

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The motor bicycles are specially built and equipped for American roads.

NOTE THESE SPECIFICATIONS:

| | |
|---|---|
| Frame —10 gauge seamless tubing, all joints reinforced; truss front forks. | Tires —G & J detachable; steel rims. |
| Saddles —Persons motor seat. | Batteries —Roche's Autogas. |
| Coaster Brake —A. B. C. or Corbin Duplex. | Coil —Splitdorf. |
| float feed. | Motor —Clement. |
| Casolene Capacity —100 miles. | Carburetter —Clement |
| | Weight , complete, 75 pounds. |

If you know anything about motorcycle values, these specifications should secure your order at once. The offer will remain open for a limited period only.

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ELKES FUND SWELLS

Benefit Meet at Boston Pays Handsomely—
Where Contribution Boxes are.

The Elkes memorial fund now has a substantial basis, and those who have the affair at heart can go forward confident of success. The first of the benefit meets for the monument fund was held at Charles River Park on Thursday night, and the net result, as reported unofficially, will be in the neighborhood of \$800.

Rainy weather and the postponement of most of the race meets have prevented the small change contributions in the coin boxes from getting under headway, but the boxes are now all in place and ready to receive the silver contributions of the masses. It is these small contributions from the general public that are particularly wanted to make the fund a popular one, and it is hoped that the cause will strike a responsive chord in cycling circles and the fund grow to a proportion that will prove cyclists not ungrateful.

No one should hesitate about sending in small amounts because others are sending larger ones. It is desired that every one will contribute according to his choice and feeling of ability.

Another benefit meet is being planned by Colonel Wendelschafer, of Providence, and it is probable still another may be arranged by C. R. Klosterman to be held in Baltimore.

Placards have been put out in various places, and there are others to be placed. Any volunteers who have sufficient interest in the work to put some of the placards out where they will be seen to advantage will be welcomed. The Century Road Club Association is setting an example that other clubs should follow. A contribution box has been placed in the hallway of its clubhouse, in West Fifty-third street, New York, in addition to the matter being on the order of business for the next meeting, when a motion will be made to appropriate a sum from the treasury as a club donation.

Steel money boxes for contributions of change have been placed at the following locations:

Box No. 1—Charles River Track.
Box No. 2—Providence Coliseum.
Box No. 3—Bedford Rest, Brooklyn.
Box No. 4—C. R. C. A., 310 W. 53d st., N.Y.
Box No. 5—Pope Mfg. Co., 12 Warren, N.Y.
Box No. 6—Revere Beach Track.
Boxes Nos. 7-10—Manhattan Beach Track.
Box No. 8—Bicycling World, 154 Nassau-st., N. Y.
Box No. 9—Belleville, N. J., Track.

Persons who know of places where it would surely pay to put up a box will kindly notify the Bicycling World.

The subscriptions sent in to date are as follows:

| | |
|--------------------------|--------|
| A. G. Batchelder..... | \$5.00 |
| John C. Wetmore..... | 5.00 |
| The Bicycling World..... | 10.00 |
| Arthur N. Jervis..... | 5.00 |

| | |
|-----------------------|---------|
| S. W. Merrihew..... | 5.00 |
| R. A. Van Dyke..... | 5.00 |
| C. R. Klosterman..... | 5.00 |
| Samuel Brock..... | 5.00 |
| Dr. F. A. Roy..... | 1.00 |
| "Cash"..... | 2.00 |
| Leontine S. G..... | 1.00 |
| Gertrude S. G..... | 1.00 |
| C. H. F..... | .50 |
| Tiger Wheelmen..... | 5.00 |
| Total..... | \$55.50 |

For the Cycle Path Handicap.

According to P. A. Dyer, chairman of the racing committee of the C. R. C. of A., there will be a record breaking entry list for the twenty-five mile race on the Coney Island cycle paths on Labor Day. A number of clubs have decided to enter teams to win one of the silver loving cups offered to the clubs scoring the highest number of points at the finish of the race.

Among the clubs who will probably start are the Times Wheelmen of Philadelphia, the Bay View Wheelmen of Newark, the Stuyvesant Wheelmen of Brooklyn, the Metropolitan Wheelmen of Boston, the Prospect Wheelmen, the Century Wheelmen and the Tiger Wheelmen of New York.

There are thirty-five place prizes, consisting of a Francis racing wheel, Columbia racer, Tribune racer, Tiger special racer and Thistle racer, two solid gold watches, Winchester repeating rifle, solid silver water pitcher, tea sets and opera glass. There will be five time prizes, a gold stop watch (split second), Pierce racing wheel, gold watch, silver tea set and gold chain. There will also be two silver loving cups to the two cycling clubs scoring the most points in place prizes.

Among the scratch men who have sent in entries are Ed Forrest, William Ferguson, Oscar Goerke, Joe Fogler, Charles Mock and Henry Veit.

Chicago Centurions Elect Officers.

The Century Road Club Association of Chicago elected the following officers on August 18: Centurian, P. A. Rocklage; corresponding secretary, George Badenoch; financial secretary, N. E. Baum; treasurer, H. P. Judd; captain, Charles Blankenheimer; board of directors, R. J. Lyle, chairman; L. J. Leonard, John Epp, Frederick Nelson and E. J. Minnemayer, jr.

Cedarhurst Offers Diamond Ring.

The Cedarhurst Athletic Club will hold a twenty-five mile bicycle race on Labor Day, under the management of E. N. Newnis. The race is open to all, and will start at 2:30 o'clock, the course laying along Central avenue, between Cedarhurst and Woodmere, Long Island. A diamond ring will be awarded to the first rider to finish, a pair of diamond sleevebuttons to second, and a diamond pin to third.

"The Motor: What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

STINSON STILL TUMBLING

Loose Tire Throws Him This Time, Allowing Leander to Win—Hurley Scores.

Will Stinson appears to be up against some sort of a hoodoo. He must also have a guardian angel. For a man who has had so much hard luck as he has had this season, he is a mighty lucky fellow. This is a paradox easily explained by the fact that in spite of his repeated bad falls he has not sustained any permanent injury. He is equally remarkable for his pluck, and he has appeared on the track to race, swathed in the bandages made necessary by hurts received in some recently previous accident incidental to a race in which he contended.

Stinson took the place of Joe Nelson in a three-cornered race of twenty miles at the Coliseum in Providence on Monday night. Nelson was too ill to appear. Scarcely more than a week previous he appeared on the track so done up in bandages as to suggest a living mummy rather than a man, and so done up physically that he was obliged by the clamor of the spectators to quit a contest for which he was manifestly unfit.

The other participants in the race of last Monday night were George Leander and Gus Lawson. If there was any expectation that Stinson would experience an accident before the end of the contest, it was only natural. It was fully met in the ninth mile, when the tire came off one of Stinson's wheels, throwing him on the track and out of the race. Both Leander and Lawson suffered from motor troubles in the same mile, and both lost pace. When they recovered it Leander had the lead and held it to the finish.

Marcus Hurley won two events. One was a two mile handicap and the other a five mile open. In the latter C. L. Hollister led him over the tape, but was disqualified for crowding him on the last lap.

Kramer Wins and Loses.

At the New Haven Coliseum on Tuesday night a one mile championship was the feature. Kramer, Lawson, McFarland and Bedell were in the final. Lawson was following McFarland at the bell. The latter set a very hot pace for the last lap of the journey. He took the others so fast that Kramer was not able to make his customary jump to the front.

Lawson went to the front on the backstretch and was never headed. Kramer tried to get up on the outside, but could not, although he got almost abreast. Lawson won by about two feet, with Kramer second, Bedell third and McFarland fourth. Time, 2:33 4-5. Kramer won the ten mile race from Lawson by three open lengths. He made a wonderful sprint in the last lap, and though Lawson made up some of his lost ground he could not overhaul the winner. Time, 23:43 3-5.

RECOMMENDED BY MILES

Retiring General Urges Bicycles and Motorcycles for Army Use—Gives Reasons.

Throughout his term of office General Miles steadfastly recognized the value of the bicycle, and urged that it be made use of in the army.

Upon his retirement from command a few weeks ago General Miles took occasion to embody his views on the subject of army transportation in his report, and a more frank recognition of present needs and striking testimonial to the inestimable benefit to be derived from the substitution of bicycles and motor vehicles for the horses and mules now employed it would not be easy to give. The general does not confine himself to glittering generalities, but makes a number of pointed recommendations which richly deserve to receive attention.

The recommendations are contained in a communication to the War Department, which contains important and sensational recommendations for the improvement of the army service.

General Miles regards the cavalry as obsolete, saying the automobile will take the place of the horse in the next war. For that reason he advises reducing the cavalry branch to the minimum and the building of military roads of strategic importance throughout the country in time of peace.

General Miles in his letter cites the Spanish-American War as an example showing that the horse is no longer of much practical value in military service. European armies, he says, have a much smaller proportion of cavalymen to infantrymen than has the United States Army. The Europeans depend on more modern appliances than the horse, using the bicycle, the motorcycle and the automobile. Where they find horses indispensable they employ mounted riflemen, thus quickly converting the infantry into cavalry. Americans, he says, are practically raised in the saddle, and a force of mounted riflemen could be equipped from the infantry much quicker than in European armies.

He therefore advises that a corps of five regiments be organized for thorough training and constant employment in the use of motor cycles and automobiles, the corps to be known as a flying corps or a corps of observation. Its duties would be to open the way for the advance of an army, to obtain information, to reconnoitre the country and to repair or build roads and bridges.

One of General Miles's most important recommendations is that the army be used in time of peace to build military roads of strategic importance. He would establish a road building corps of 5,000 as a nucleus and equip it with the most modern road making machinery and set it to work building roads in various parts of the country.

These roads in time of war would enable the armed automobiles he advocates to be moved swiftly from place to place.

That portion of General Miles's communication which dealt with the subject was as follows:

"The marvellous development in modern arms—rifles, machine guns and quick firing field artillery—renders the cavalry, as formerly used on the battle field, obsolete, while the wonderful development in the use of motor power and electrical appliances has rendered the horse far less important than formerly. These facts are doubly significant, and should be recognized by the military authorities and the government.

"There is, however, a corps or force required in our army that could be rendered of great utility, not only to the military but to the people of this country. This power is being recognized by European governments, and I have several times recommended its use by ours. It will be utilized in the next war, and preparation for its use by our army should no longer be neglected. I have reference to the bicycle, motorcycle and the automobile, which have been developed to that extent that they have become a most valuable means of communication and transportation."

Wyman's Record Still Stands.

Motor cars big and little have tried the feat of travelling from San Francisco to New York since George A. Wyman succeeded in doing it on a motor bicycle. Two automobilists have succeeded in doing it, but no one yet has done it alone, as Wyman did, nor come anywhere near making as good time as he did. He not only holds the record of being the first to cross the continent with a motor vehicle, but he also has the record of time for the journey. Wyman made the trip in fifty days. Dr. Jackson, with a 20-horsepower car, took sixty-three days, and E. T. Fetch, with a 12-horsepower car, took sixty-two days. Wyman used a 1½-horsepower motor bicycle.

As They Do it in France.

Burglars recently requisitioned eight bicycles from a Paris cycle depot, but generously left behind those of the commissaire and his wife with a note which ran: "M. le Commissaire: We leave your bicycle and that of your wife so that you may chase after us."

Organizing in Bridgeport.

Fred B. King, of Bridgeport, Conn., is rounding up the motor bicyclists of that city for the formation of a club. There are quite a number of riders there, and as King is known for general earnestness and energy there is no doubt about the result.

Bicycles for Japanese Army.

As a result of trials, it is announced that the Japanese Minister of War has decided that each division of the infantry regiments shall have a cyclists' corps.

CENTURY RIDERS CLASH

Americas Put up a Hoax That Gives Association Men an Interesting Hunt.

A modern "two family" dwelling house on Eastern Parkway, near Franklin avenue, Brooklyn, has been selected by the Century Road Club Association for its new Brooklyn clubhouse, and it soon will be in shape to receive members.

In connection with this new move of the Association to branch out with a Brooklyn house, a humorous incident is attached. On last Saturday a meeting of the Association was called at Bedford Rest to discuss the plans for the Brooklyn clubhouse and decide upon them. On the afternoon of the meeting President Van Dyke, Captain Hardenbergh and Secretary Latham of the Association were startled by receiving typewritten postal cards which read as follows:

"Bedford Rest.

"Dear Sir.

"Knowing you to be interested in cycling, you and your friends are cordially invited to attend a special meeting of the C. R. C. of America on Saturday evening at 8 o'clock. The object of this meeting is to complete arrangements for running two clubhouses, one in Eighth avenue and Fifty-third street, and the other in the vicinity of Bedford Rest, with all the latest improvements. Fraternally yours,

HOUSE COMMITTEE,

"C. R. C. of America."

The idea of the rival organization counteracting the move of the Association by establishing a branch clubhouse near that of the association at Eighth avenue and Fifty-third street was too much for the serenity of the Association men, and there was a great flutter at the meeting when the postal cards were shown. The Americas now have club quarters at Bedford Rest, and the move of the Association in establishing a branch near there was planned for the purpose of attracting as many members as possible from the Americas. Retaliation of the same sort by the Americas, however, was a turn that created consternation.

President Van Dyke and thirty-four braves of the yellow sweater tribe went to Bedford Rest at the time appointed for the meeting of the Americas. They were prepared to "pack" the meeting under the invitation of "yourself and friends," to vote down the plan for a New York clubhouse and to introduce a motion to the effect that the Americas disband and join the Association.

Not an America man appeared at the appointed place, however, although the Association conspirators waited until nearly 11 o'clock. They were at a loss to know whether the postal card was in error or whether they had been purposely misled and the meeting held somewhere else. It was several days before it was finally decided that the sending of the card was simply a hoax.

FARCE ON MANCHESTER TRACK

Motor Paced Race Between Gus Lawson and Bennie Munroe a Wretched Fizzle.

In the matter of motor paced races, Jack Prince's Coliseum at Manchester, N. H., has not been a howling success. There have been nine alleged events of this class during the season, only one of which proved to be anything like what the public expected. The worst of the lot took place on Wednesday night, and it was so bad that about five hundred disgusted people had to be pacified on leaving by the gift of tickets for a future race.

Gus Lawson and Bennie Munroe were the men who were scheduled for the star event of the evening. When the time arrived for the race two four-horsepower motorcycles were trundled out upon the track.

"We want a race to-night," said Manager Prince, "so we have got these small machines. They are guaranteed to run, and we think they will give better satisfaction than twenty-horse ones that won't go."

One of the machines balked at the very start. The delay was a brief one, however, and both motorcycles were got going. Lawson and Munroe caught pace, but it was difficult for them to get their distance for a start. Munroe could not seem to go slow enough, nor could Lawson get speed enough to establish the half-lap interval, until finally Munroe lapped Lawson and got a lead of half a lap, when the pistol was fired. Munroe lapped Lawson in the first mile, and again in the second. He was getting ready to go by once more when the referee stopped the race. Munroe had been going in 1:31 4-5, 1:28 2-5 and 1:32 4-5, while poor Lawson had been plodding along at 1:42 and 1:45. Munroe obeyed the pistol and pulled out, but Lawson remained in the bowl for several laps before he stopped.

Then there were high jinks in front of the south grand stand. Jack Prince tried to explain why the race was stopped, and Gus Lawson showed symptoms of wanting to make a speech, too. The latter insisted that Munroe had been favored by having the best motor given him, and that it was the only condition upon which Munroe would race. The crowd was with Lawson, as he was manifestly the "under dog." Finally Manager Prince had his say, and he explained that the owner of the "guaranteed" motors had agreed to send two machines of equal power, but had obviously failed to do so, and that there was no apparent way out of the difficulty except to let each man go five miles behind the better motor, the one making the faster time to win the race. Lawson agreed and Munroe said nothing.

Munroe went to the dressing room, and Prince told Lawson to go ahead his five miles. Meanwhile some of the spectators called for a spirited race, and Lawson said

he would agree to that. Manager Prince, with his revolver, had gone to the dressing room to talk with Munroe, but Gus didn't know that, and he started away in great form and whirled around the bowl as fast as the pony motor could take him. But there was no report of the pistol to announce the start, and after the lone wheelman had pedalled away for a few laps he dismounted and said that the management could return admission money if it wanted to, but he would not race.

The whole affair had assumed farce features by this time, and there was all sorts of fun in the grand stand. Lawson left the bowl, and every one was wondering what the next act in the burlesque was to be. Suddenly Jack Prince's strenuous voice commanded attention, and the manager announced that as a climax to the accumu-



NEW YORK BRANCH. 214-216 WEST 47TH STREET.

lated pile of serio-comic events Munroe flatly refused to race.

"I can't do anything with him," said Jack. He then stated that the audience would be given tickets good for the coming Caldwell race, and the crowd filed out.

Prior to this farcical event there was the customary one mile amateur handicap, marked by such flagrant loafing that the starters in the final were called back and started anew with a time limit. Napoleon Morin was the winner, in 2:26.

Morin made his first appearance as a pace follower during the interval between the third heat and the final in the amateur event. He raced against time for five miles, paced by C. A. Giroux. He covered the distance cleverly in 7:57, and the exhibition was the only thing during the entire evening which afforded any satisfaction to the spectators.

A two mile race for motor bicycles is included in the programme of events to be run in connection with the New York State Fair, at Syracuse, September 12. The event is open only to "regular stock machines."

CALDWELL AT HARTFORD,

Despite Poor Pace he Defeats Leander in Straight Heats—Other Events.

At Hartford on Tuesday night there was a postponed race of five mile heats behind pace between Caldwell and Leander, in which Caldwell won both heats. This was put on as a substitute for a circuit meet which until almost the last moment the management expected to have.

In the first heat Caldwell secured a good lead, but his motor began to skip, and it was feared it would give out. Another was sent out, but this appeared to be only in the way, and Caldwell did not follow it. His motor collapsed during the last two laps, and Caldwell had to ride like a horse to win out, which he did by a very narrow margin. His time was given as 7:11 1-5, and Leander's was 7:12. Caldwell's time was as follows: 1:24 3-5, 1:22 4-5, 1:22 3-5, 1:27, 1:44 1-5. Leander's time was 1:26 2-5, 1:23 3-5, 1:26 2-5, 1:28, 1:28.

The second and last heat was an exciting race. The men started out at a fast clip and kept it up. Caldwell closed up on Leander in the first mile, and maintained his advantage to the end, winning by about a third of a lap. His time was 7:08, by miles as follows: 1:26, 1:23, 1:27, 1:27, 1:25.

Samuel Campbell, of New Haven, who was defeated by W. J. Zeigler, of Hartford, early in the week in New Haven, won the five mile motor race, defeating Harry Way, of Hartford, and Charles F. Colton, of New Haven. Way's motor refused to work. The time of the race was 7:49 4-5. In a special matched race of five miles, motor paced, L. D. Way defeated T. P. Davis by one and a half laps. His time was 9:11 3-5.

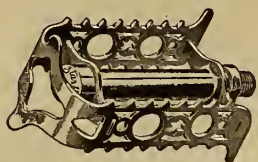
Eugene Sage defeated Leon Sherman in a mile race, paced by L. D. Way. Time, 2:18 1-5. Sherman won from Sage in the unlimited pursuit race. The distance was 4 miles 4½ laps, and the time was 11:52 4-5.

Walthour Wins a Race at Last.

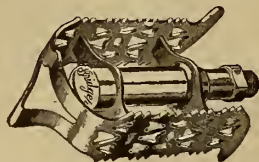
At Providence on Wednesday night Walthour defeated Caldwell in a fast ridden twenty mile paced race. Caldwell rode a good race, but was beaten through losing his pace in the last mile. Walthour finished the race riding behind a pacing machine on which the rear tire had been worn down to the canvas, so that it slipped on the banks. Both Walthour and his pacemaker knew of the danger, but continued to maintain their winning clip of speed. The time for the twenty miles was 25:31 2-5. A two mile amateur handicap was won by F. Keighley, of this city, and a five mile open by Marcus Hurley.

Tom James, the Welsh racing man, has been on the path for seventeen years. Even "Pluggie Bill" Martin cannot point to such a long period of service in the speed game.

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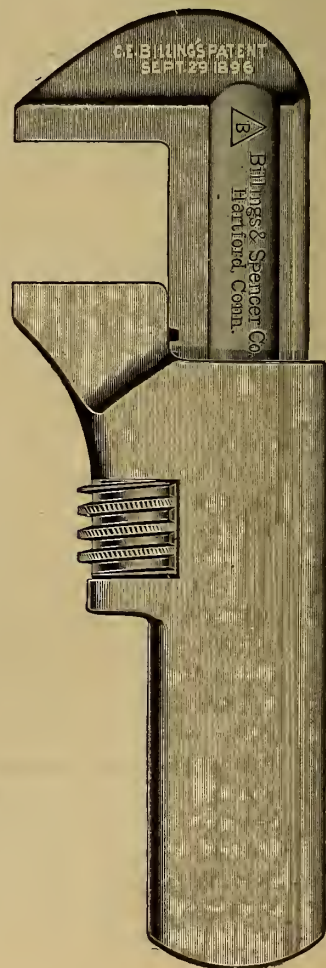
THE TRADE

are hereby notified that
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To Avoid Accidents.

Accidents could frequently be avoided if riders knew exactly what to do and were able to do it without an instant's delay. Many of them fail in one or the other particular, sometimes in both.

When a collision is imminent one sort of dismount is best; when it has actually taken place, as, for example, when a stray dog has been struck, an entirely different kind is necessary if injury is to be avoided. In the one case the rider should jump backward and check the progress of his machine; in the other he should go forward and strive to leap over the dog or other obstacle.

In the old high wheel days the former method was most in vogue. Every good rider learned the trick of jumping back from his saddle and alighting on the ground on his feet, taking good care, of course, to jump far enough to clear the backbone. Many a header was saved in this way, but one's brains had to work quickly and bodily action follow close on its heels. The other method was followed only when the feet were over—or could be got over—the handle bars; then the slightest checking of the front wheel would pitch the rider forward, and if he were alert he would land on his feet and no harm would be done.

With the present safety the backward dismount is just as available as it was with the "ordinary." Clutch the handle bars firmly, get the pedals just right—if there is time for this—and spring backward. It must be done quickly, and considerable weight must be put on the handle bars, which must at the same time be kept steady. The feat seems difficult at first, but practice will make any ordinarily skilful rider proficient in it, so much so that he will be able to jump and stop his machine inside of a few feet.

The forward jump, the one to be made when in actual collision, is much more difficult of attainment. In this case the sudden checking of the machine as it comes in contact with the obstacle throws the rider forward; and if he can clear the handle bar he will probably clear the obstacle as well. But this is not easy to do.

The best way to practise is to take the right hand off the handle bar and bring the right leg slowly over the handle bar until it rests at the left side. Repeat this operation frequently, until it can be done with steadiness and certainty. The next step is, while the right leg is over the left handle bar, to grip the handle bar with the right hand again. This also should be done until facility is acquired. The third and final step is to rapidly remove the left hand and swing clear to the left, still gripping the machine with the right hand.

The Latest French Stunt.

The latest madness in France, following on the looping-the-loop craze, is for a cyclist to fly down a long incline, at the end of which, by the impetus gained, the machine and rider leap across a 130 foot gap on to another platform.

For "Individual Record Run."

The fifth annual handicap individual record century run of the Century Road Club Association, open to amateurs only, is scheduled for Sunday, September 27. It will be over the Long Island course. The start will be at Bedford Rest, Brooklyn, the limit men starting at 7 a. m. sharp. Glenmore avenue or Jamaica avenue, as riders may prefer, will be followed to Merrick Road, the route continuing to Massapequa, to Hicksville, back to Massapequa, to Amityville, to Massapequa again, to Hicksville and then straight in to Bedford Rest.

Individual medals will be given to all survivors. In addition, there will be prizes for the first fifteen to finish, and five prizes for the best net time made. Other prizes will be added.

Riders will be checked at the start and at each point named in the course, a separate check being made each time any of the points is passed. No pace will be permitted, except such as may be exchanged by riders entered and covering the entire route.

Motorcycling for the Liver.

"Never heard of such a make before, eh? Well, I guess you didn't. That is a pet name I call my motorcycle, and not the name given by its manufacturer. Maybe you didn't catch the name quite correctly. Let me spell it for you—L-i-v-e-r B-o-s-s.

"Don't you fancy the name? Well, I do, because it is descriptive. My motor bicycle is the boss of my liver. I had one of the laziest livers that ever a man toted around with him free of charge until I took up motorcycling. I spent a good deal of money trying to awaken the conscience of my liver, but without success. I bought medicine by the gallon, and went to all the fashionable springs, even those at Carlsbad. After I began to prance about the country on the motor bicycle, I bought no more liver cures. I didn't need them. My liver has found its master, and it knows it. That is why I call it my Liver Boss. It has saved me a lot of money."

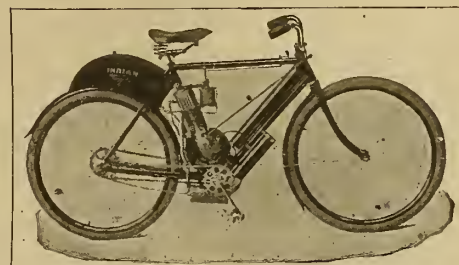
Necessity of Moderation.

In cycling there is one very important fact that should invariably be borne in mind, and this is that, like all exercises, it should be taken up moderately, and not indulged in to excess. Vicious attitudes, such as a crooked posture, although not being so harmful as is generally supposed, ought, nevertheless, to be avoided, says a writer in "Health." In a long journey the position in which the body is moderately inclined is best for the organs of respiration and circulation. As to the invalid, many ailments are improved or even cured by the use of the bicycle, e. g., gastrointestinal troubles, deformities of the vertebral column, etc.

P. & F. Corbin, New Britain, Conn., are issuing the famous photographic panorama of the "sky line" of New York as a souvenir. It is an impressive photograph more than a yard wide, showing the waterfront and the great "skyscrapers" of the city.

There are Motorcycles, Indian Motorcycles and "Half Breeds"

i. e., motorcycles that look like Indians.



The "full-blooded"

INDIAN

has characteristics all its own and the name "Hedstrom" is on its motor.

The "scalps" that dangle from its belt—no, chain, prove its prowess and the good words spoken by its riders and the bad words that not even its rivals can say of it, prove that nothing in the form of a motorcycle or 'half breed' is in its class.

We are now able to make
PROMPT DELIVERIES.

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About Swimming After Cycling.

A young cyclist, after riding a long distance to the coast, was tempted to take to the seductive water immediately upon arrival, and as a result of his bath he collapsed and died upon returning to shore. Cyclists who arrive at the seaside after long hot rides, and feel that the world can offer them nothing more delightful than a cool swim, should bear the above mentioned incident in mind. They should give their systems time to recover from the exertion of pedalling before entering the water. They should remember that to take to the water and swim when heated and fatigued makes a double demand upon the human economy, the latter being called upon not only to supply energy for the work of swimming, but also caloric to keep up the heat of the body in course of being rapidly cooled down by immersion in the water. The allurements of the sea should be withstood, and time given the body to recoup.

Southern Season Opens at Savannah.

The season in the South will open at Atlanta, Ga., in the evening of Labor Day, September 7, and the star event will be a match race between Bobby Walthour and Bennie Monroe. The race will be the best two in three five mile heats. Walthour will be paced by Charles Turville and Monroe by either Jim Hunter or Schultz, with the probability in favor of Hunter, who is familiar with the Atlanta track.

"League Day" in Two Cities.

With the incomprehensible propensity for doing silly things that is possessed by little minds, a "League Day" was named by the persons who pathetically pretend to govern the remnant of the grand old League of American Wheelmen. No better way could have been taken to emphasize the fall of the organization than to attempt a sickly substitution for the vigorous one-week meets of yore. The "cordial invitation" of the president and New York "leader" for all members to patronize the table d'hôte of a particular hotel at their own expense as a celebration of the great day resulted in a gathering of forty-odd at Brighton Beach last Saturday, where the regular dinner was eaten and some speeches made. And this was New York's observance.

In Massachusetts, where the spirit is more magnanimous, although the division is smaller, a slightly better showing was made. About fifty members gathered around the board. Chief Consul George A. Perkins presided, and the proceedings were of informal nature. "Papa" Weston, the father of American cycling, who has seen the growth of the sport in this country, told of his importing the first bicycle into America and how the wheelmen had to fight for their rights upon the highway.

C. E. Bonnell, of the Century Road Club Association, has offered a gold medal in the form of a five-pointed star to the rider making the best time for 100 miles, motor-cyclers barred.

Appreciative Centurions.

"Every well wisher of cycling will appreciate the work the Bicycling World, New York Sun, the New York Times, New York American and Journal, the Standard Union and Citizen of Brooklyn are doing in publishing articles of events which are occurring on the road on the bicycle. The Bicycling World, whose office is on the eighth floor of the Tribune Building, welcomes all news from the clubs in this vicinity, and has for some time past published in each issue a full account of what is happening in the C. R. C. A. Last week it devoted nearly a page and a half to our interest. The Bulletin would thank the editor of that paper, as well as the others mentioned, for the work they have done in putting our news in the hands of those whom the Bulletin does not reach."—C. R. C. A. Bulletin.

Rode Backward for 39 Miles.

A remarkable cycling feat has been accomplished by Harry Metcalfe, of Stretford, England, who rode backward from St. Ann's Square, Manchester, to Chester, a distance of 39½ miles, in 3 hours 40 minutes, without leaving his machine.

Still Using Solid Tires.

A peculiar feature of the London carrier cycles is that they are, almost without exception, fitted with solid tires. There are a large number of them in use, the product of one firm which makes a specialty of machines of this character.

SHELBY

COLD DRAWN SEAMLESS

Bicycle Tubing

IT IS WELL KNOWN BY ALL MANUFACTURERS

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FRICK BUILDING, PITTSBURG.

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The Week's Patents.

737,007. Vehicle Wheel. Nelson A. Newton, Kalamazoo, Mich., Filed November 17, 1902. Serial No. 131,689. (No model.)

Claim—1. In a vehicle wheel, the combination of a hub; hub bands therefor, provided with screw threaded perforations; spokes, screw threaded on their inner ends and having disklike heads on their outer ends; tire plates having suitable seats for said heads, a rim, and means for detachably securing said tire plates to said rim, whereby the heads of said spokes are drawn against said rim.

737,017. Bicycle. Abel F. Price, United States Navy. Filed December 7, 1896. Serial No. 614,805. (No model.)

Claim—1. In a bicycle, the combination with the drive wheel, its shaft having a pinion thereon, of the frame, the bearing in said frame in which the shaft is journaled, the arms on the frame forming an open bearing, the relatively large driving gear meshing with the pinion, the box supporting said gear held in said open bearing and having enlargements on opposite ends to prevent tilting and the transverse bolt passing through the arms of the bearing and through the box whereby the gear is held in its adjusted position, substantially as described.

737,048. Cooling Device for Explosive Engines. Richard J. Voss, Davenport, Iowa. Filed April 6, 1903. Serial No. 151,380. (No model.)

Claim—The combination with a gas engine, of a cylinder having valved communication with the jacket of the engine, a valved piston in said cylinder, means for operating the piston, and a governing valve carried by the cylinder for admitting therinto a quantity of air, thereby to diminish the quantity of cooling air flowing through the cylinder jacket.

737,299. Hydrocarbon Injector. William W. Tuck, Richmond Hill, and Abbot A. Low, Brooklyn, N. Y., assignors to said Low. Filed Oct. 7, 1901. Serial No. 77,771. (No model.)

Claim.—The combination with an ignition chamber of a gas engine and an injector casing extending into the interior of said chamber and having threaded inner end, of a tip having exterior threads engaging the interior threads of the inner end of said casing and formed with a plurality of needle spray passages converging to a common centre coinciding with the centre of the ignition chamber, said casing being formed with a seat "a" adjacent the outer terminal of the threads, a valve system disposed longitudinally of said casing and formed with longitudinal grooves, and a valve on the inner end of said stem fitted to said seat and its inner face being provided with an offset head, all substantially as shown and described.

737,372. Runner Attachment for Bicycle Frames. Frederick Dupras, Marquette, Mich. Filed April 11, 1903. Serial No. 152,176. (No model.)

Claim—1. The combination with a bicycle frame having front and rear axles and a driving crank shaft, of front and rear runners journaled and adapted to oscillate in the front and rear forks, the rear runner having a vertical slot, a spur driving wheel journaled in the slot and having a sprocket wheel keyed on its axle, a hub journaled on the rear axle, and having two sprocket wheels, a third sprocket wheel keyed on the crank shaft of the frame, and chains connecting the several sprockets, substantially as shown and described.

737,463. Vaporizer for Explosive Engines.

Carl F. Pearson, Chicago, Ill. Filed February 14, 1903. Serial No. 143,288. (No model.)

Claim—1. The combination of walls forming an air passage, an oil nozzle projecting into the passage, and a spiral partition placed in said passage, said nozzle projecting diagonally with respect to the same and extending into the courses of the spiral partition.

737,509. Bicycle Tire Cleaner. Furman J. Smith, Springfield, Mo. Filed December 4, 1902. Serial No. 133,840. (No model.)

Claim—1. A cleaner for bicycle tires and the like, comprising a wire frame consisting of a rod bent to form a yoke, outwardly projecting arms at opposite sides of the yoke, and inwardly projecting arms outward of the first named arms; and a brace connected to the frame contiguous to the yoke.

737,532. Sparking Igniter for Gas Engines. Benjamin L. Toquet, Westport, Conn. Filed April 3, 1902. Serial No. 101,256. (No model.)

Claim—1. In a gas engine, the combination of the fixed electrode and the movable electrode with a rod to operate the movable electrode, an interposed spring on the rod and a socket surrounding the rod and spring and a dash pot at the lower end of the socket, substantially as described.

"Tires" in the Encyclopaedia.

The latest edition of the "Encyclopaedia Britannica," contains an article on "Tyres," the spelling of which word shows that while the scope of the work has been broadened by the addition of Americans to the editorial staff, the British end still predominates. The British quality of the work is further evidenced by the fact that "tyres" are referred to and described as consisting of air tubes and detachable covers, the details being illustrated fully, while no illustration appears on the single tube type, of which so many millions have been made. America is recognized, however, through the inclusion of a cut of the Goodyear detachable double tube tire, with a description of its characteristics—though one is not told where this may be bought.

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or intend to ride or sell
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"speaks a piece."
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The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, September 12, 1903.

No. 24

NOW MITCHELL-PIERCE

Wisconsin Wheel Works Combines With Another Concern and Some Changes Ensur.

The Mitchell-Pierce Motor Co. is the new title of the Wisconsin Wheel Works, that concern having amalgamated with the Pierce Engine Co., also of Racine, Wis.; the latter concern has been for some time making the motors which the Mitchell people used; the consolidation of the two plants is therefore in the nature of a combination of resources and facilities that will make one of the most formidable concerns in the motor trade even more formidable.

The principals of both concerns remain in power, the officers of the Mitchell-Pierce Co. being as follows: W. T. Lewis, president; A. J. Pierce, vice-president and superintendent, and William Mitchell Lewis, treasurer and general manager.

Tires Likely to go up.

There is a strong probability that the price of tires shortly will be increased. The cost of rubber has been steadily and sharply rising, making a move of the sort almost imperative; it is known to be under consideration. Only last week crude rubber advanced another 2 cents a pound, up-river fine Para being quoted at \$1.03 to \$1.05 per pound, and new up-river Para at \$1.02. The average price of Para rubber for August was 91.61 cents a pound, against 68.80 cents for August, 1902.

Cycle Show Prospect Fades.

The prospect of an exclusive cycle show in New York, which last week was under serious consideration, has gone glimmering. All negotiations to that end are off. The only chance of an exhibition of any sort that now remains is in connection with the Sportsmen's Show which is held annually in Madison Square Garden. At the close of that affair last year the subject of adding a bicycle section was suggested, and likely will be considered at the proper time.

Pope Men at Headquarters.

The branch managers and travellers of the Pope Mfg. Co. are in Hartford this week for their annual conference.

Met Only to Meet Again.

Another conference of those concerned in the proposed coaster-brake combination was held in this city on Wednesday last.

The session lasted some little time, indicating that the matter was quite thoroughly discussed, but of course nothing was given out for publication.

According to the best information obtainable, nothing definite was done, nor was an understanding of any sort reached. The leading spirit in the affair was requested to reduce his proposition to writing, and when this is done another meeting will be held and the subject be further considered.

Bowe Swears Off Big Debt.

A petition in voluntary bankruptcy has been filed at Syracuse, N. Y., by John C. Bowe, of that city. The liabilities are given as \$216,784.36, of which \$210,000 are as a stockholder in the old Syracuse Cycle Company. Other claims are made up of liabilities on notes and personal debts. There are no assets except those claimed as exempt.

Bowe was a well-known and picturesque figure in the trade six or eight years ago. He was the head of the Syracuse Cycle Co.

Succeeds Bean-Chamberlin.

The Bean-Chamberlin Mfg. Co., Hudson, Mich., has been succeeded by the Hudson Mfg. Co., which is composed of L. E. Meek and F. E. Frost. They purchased all the machinery, stock, goodwill, etc., and are already in possession, and say they are in position to handle business in a manner pleasing to the trade. Both Meek and Frost have had ten years' experience in the cycle trade.

English Show Dates Set.

Dates for the two big English shows have been decided upon. The Stanley show will be held at Agricultural Hall, London, from Friday, November 20, to Saturday, November 28, inclusive. The National show has the same dates, and will be held at the Crystal Palace.

Hall to Sell Solars.

Charles Hall, formerly with the National Cement & Rubber Co., has engaged with the Badger Brass Mfg. Co. He will represent their Solar lamps in the territory between Buffalo and Denver.

FEDERATION FORMED

Motorcyclists Banded at an Enthusiastic Meeting—Objects Well Defined and Country So Districted and Officered as to Facilitate Results.

Monday, September 7, 1903, safely may be written a great day for motorcycling. Until then it had been like a rudderless and half-manned bark, tossing and to be tossed wither the waves might send it; it headed in no particular direction.

On Monday the craft was boarded by a willing and enthusiastic crew; they soon stepped a rudder, hoisted sail and turned the prow toward a purposeful destination, which is to say that motorcycling now has a pilot and protector in the Federation of American Motorcyclists. This is the title selected for the national organization that was brought into being on that day in the Kings County Wheelmen's clubhouse, No. 33 Grant Square, Brooklyn, N. Y., and these are its officers:

President—R. G. Betts, New York.

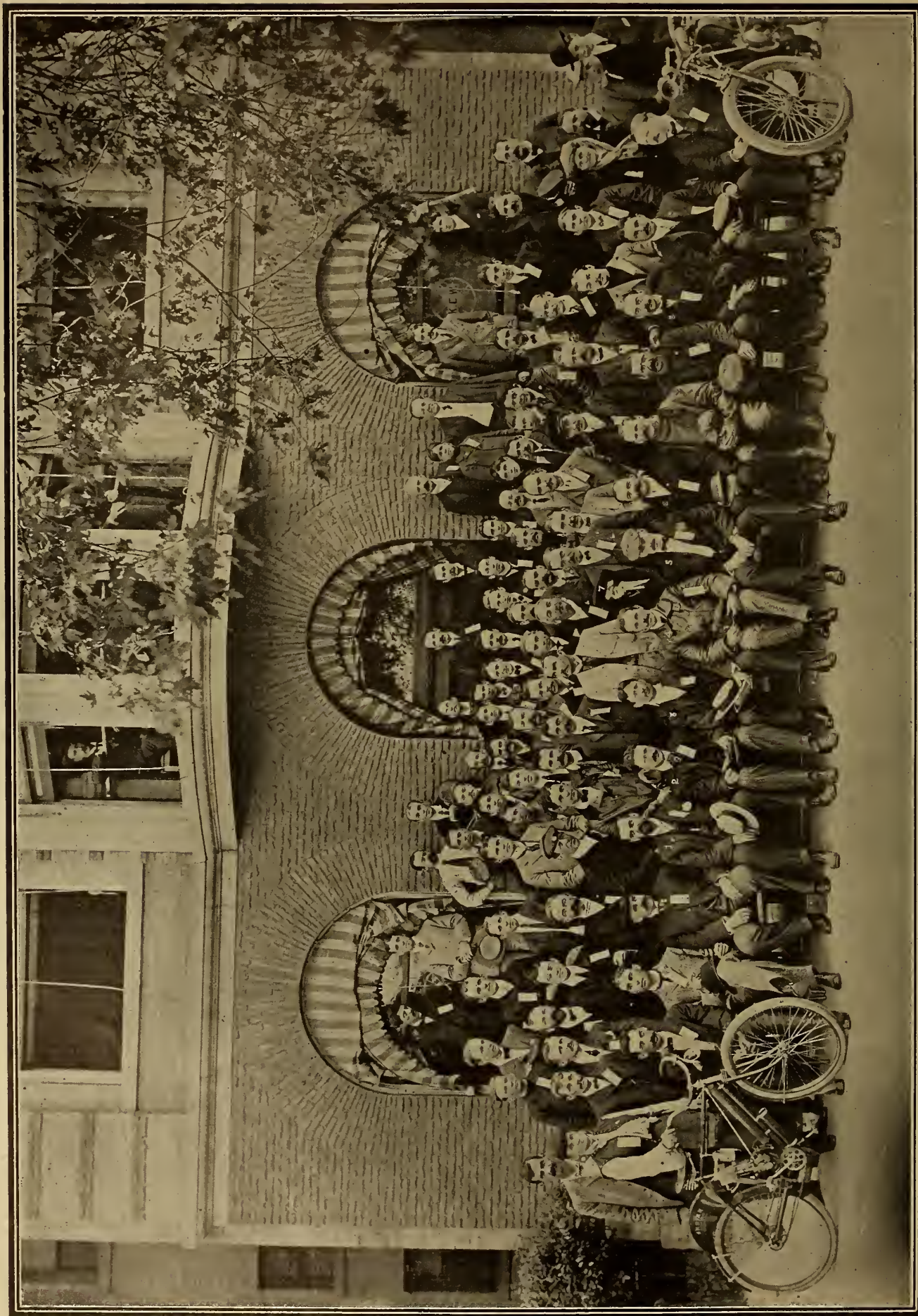
Vice-presidents—For the Eastern District, George H. Perry, New Haven, Conn.; for the Western District, B. B. Bird, St. Paul, Minn.; for the Southern District, W. W. Austin, Daytona, Fla.; for the Pacific District, Don E. Campbell, San Francisco.

Secretary—E. L. Ferguson, New York.

Treasurer—Dr. G. B. Gibson, Westboro, Mass.

The meeting was as large and even heartier than even its sponsors had expected. Ninety-three men, representing seven States, were personally present, and letters and assurances of support and membership were in hand from quite two hundred and fifty other riders. George M. Hendee, the Indian manufacturer, showed what the trade can do by alone turning in signed pledges of membership from 109 motorcyclists scattered throughout the entire New England States. He himself was in attendance and took an active part in the discussions. Others in the trade were also present and assured support. Among the number were A. O. Very, of the Warwick Cycle & Automobile Co.; H. F.

FOUNDERS OF THE FEDERATION OF AMERICAN MOTORCYCLISTS



THE PROMOTING COMMITTEE: 1. DR. F. A. ROY, 2. E. L. FERGUSON (Elected Secretary), 3. R. G. BETTS (Elected President), 4. E. V. WYATT, 5. C. L. SINMS, 6. D. R. THOMPSON,
7. DR. G. B. GIBSON, Treasurer, 8. GEO. A. PERRY, Vice-President for Eastern District.

Mattern, of the Reading Standard Cycle Mfg. Co.; J. I. Brandenburg, of the Aurora Automatic Machine Co., and F. W. Cooke and C. A. Spencer, of the Pope Mfg. Co., the latter of whom brought assurances of the personal interest and support of Colonel Albert A. Pope. Although not directly represented, the Wisconsin Wheel Works and the E. R. Thomas Motor Co. had, with the Pope Mfg. Co. and the Hendee Mfg. Co., displayed their interest by offering to share the expense incidental to organization. It may be said, therefore, that the Federation was inaugurated under unusually favorable auspices.

After the photograph of the expectant founders had been taken in front of the clubhouse—and from the picture a number of late comers, notably Don E. Campbell and George A. Wyman, of San Francisco, are missing—the meeting was called to order by R. G. Betts, chairman of the joint committee of the New York and Alpha Motor Cycle clubs that engineered the affair. Introducing him as “a man who knows what it is to conduct aldermanic sessions, and who is one of the martyrs to the cause, having ridden in a New York police patrol wagon and contributed \$5 to the city treasury for failure to display a New York label on his motor bicycle,” Mr. Betts called George H. Perry, of New Haven, Conn., to the chair. Dr. George H. Gibson, of Westboro, Mass., was chosen temporary secretary by acclamation, and then Mr. Perry began to prove that his aldermanic experience had not been in vain. He is a clean cut, clear headed, incisive man of thirty-seven who wastes few words and goes quickly to the point of a subject. He at once got down to business and held the meeting to it pleasantly, but none the less firmly.

The plan of organization as presented by the promoting committee was, after some discussion and minor changes, incorporated into the constitution, which as adopted is as follows:

CONSTITUTION.

ARTICLE I.

Section 1. The title of this organization shall be the Federation of American Motorcyclists.

Sec. 2. Its objects shall be to encourage the use of motorcycles and to promote the general interests of motorcycling; to ascertain, defend and protect the rights of motorcyclists; to facilitate touring; to assist in the good roads movement, and to advise and assist in the regulation of motorcycle racing and other competition in which motorcycles engage.

ARTICLE II.

Section 1. For convenience of government this Federation shall be subdivided into four districts, which shall be styled Eastern, Southern, Western and Pacific Districts, respectively.

Sec. 2. The Eastern District shall comprise the New England States and New York, New Jersey, Pennsylvania and Delaware.

Sec. 3. The Southern District shall comprise the States of Maryland, Virginia, West Virginia, Kentucky, Tennessee, North Carolina, South Carolina, Georgia, Florida, Ala-

bama, Mississippi, Missouri, Louisiana, Texas and Arkansas.

Sec. 4. The Western District shall comprise the States of Ohio, Indiana, Michigan, Illinois, Wisconsin, Minnesota, Iowa, Nebraska, South Dakota, North Dakota, Kansas, Montana, Wyoming, Colorado, New Mexico, Oklahoma and Indian Territory.

Sec. 5. The Pacific District shall comprise the States of Washington, Oregon, California, Nevada, Idaho, Utah and Arizona.

ARTICLE III.

Section 1. Any person of good character owning a motorcycle shall be eligible to membership.

Sec. 2. All applications shall be indorsed by at least one member of the Federation, or by two reputable citizens of the town in which he may reside, and shall be addressed to the secretary and be accompanied by the membership fee of \$2 per annum, which the secretary shall transmit to the treasurer within six days after its receipt.

ARTICLE IV.

Section 1. The officers of the Federation shall be a president, a vice-president for each of the four districts, a secretary and a treasurer. These shall constitute an Executive Committee, in which the management of the Federation shall be visited. They shall be elected at the annual meeting, which shall be held between July 1 and September 15, at such place as the Executive Committee may decide, and of which date and place not less than thirty days' notice shall be given; twenty-five members personally present shall constitute a quorum.

Sec. 2. There shall be the following national committees, of five members each, named by the president:

- Membership.
- Legal Action.
- Competition.
- Roads, Touring and Hotels.
- Transportation and Facilities.

The bylaws design to give the vice-presidents wide scope. They may appoint a district secretary and State and local representatives and may hold meetings at their discretion, the only condition imposed being that the executive committee shall be kept informed of such appointments and meetings. Of the \$2 membership fee one-third is placed to the credit of the district in which the member may reside; the remainder goes into the national fund, from which should occasion arise a sum may be apportioned by vote of the executive committee for the use of any district engaged in a work demanding assistance of the sort.

The duties of the several national committees are largely explained by their titles. The Committee on Competition will have to do with racing and probably will suggest to the N. C. A. rules for its guidance; it also will probably formulate rules for the regulation of other contests. The Committee on Roads, Towns and Hotels, subjects that are co-related, will deal with the matter of highway improvement, will doubtless organize or advise one or more annual tours and also designate official hotels. The Committee on Transportation and Facilities will have the vexing questions of the carriage of motor bicycles by rail and boat to occupy its attention, and also the important work of separating the skilled repairers from the half-skilled or unskilled and dividing them into

official classes in the order of their skillfulness and the facilities of their shops and the stocks carried.

An unexpectedly strong sentiment in favor of having the Federation absolutely control motorcycle racing developed, and the clause in the constitution reciting the organization's position as being of an assisting and advisory nature was not adopted without spirited debate. E. J. Willis, J. W. White and Will R. Pitman advocated full control. When it was pointed out that in such a contingency, and if a fight with the N. C. A. was provoked, few tracks would be available, Mr. Willis suggested that motorcycle events be run in connection with automobile races. R. G. Betts opposed the suggestion as being directly contrary to what was most desired. At the automobile meets, he contended, the big cars and big tracks dwarfed motor bicycles, made them appear insignificant and but small notice and mention was received. Run in connection with bicycle races or on bicycle tracks motor bicycles usually attracted more attention than the bicycles. Betts hardly thought that the Federation was ready for the control of racing, and said that Chairman Batchelder of the N. C. A. had expressed the wish to have motorcyclists represented in the N. C. A. and to know what rules or regulations they desired. F. E. Moskovics also spoke in a somewhat similar strain, and George M. Hendee, while expressing the hope that the Federation would be able to do something to rescue cycle racing generally from the condition into which it had lapsed, said he hardly believed that for a year, at least, the Federation would be prepared to control.

The meeting took this view of the matter and voted to “advise and assist” as proposed by the constitutional clause.

The colored man was unexpectedly trotted out in the discussion of the qualifications for membership. The motion to insert the word “white” was made, even such a Civil War veteran as Will R. Pitman favoring it, not that he was opposed to negroes, but because he feared the matter might be a cause of future friction. It seemed like passing when Chairman Perry tersely pointed out the probable effect of such action on the press and public mind and suggested that at the outset it would be wise to sacrifice personal inclination for the good of the organization and permit the membership committee to deal with the negro should he appear. His counsel prevailed.

An effort also was made to open membership to “any one interested in motor cycles,” but an automobile organization was cited in which “those interested in automobiles” were controlling and directing those who actually own automobiles if they did not actually outnumber the latter, the interest of “those interested” being of a nature that was not above suspicion. Those who favored the insertion of the clause explained that they desired the admission only of the many men in the trade who though they might not actually own the motor bicycles

(Continued on page 687.)

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NEW YORK, SEPTEMBER 12, 1903

The Motorcyclists Federation.

The Federation of American Motorcyclists has started well. None who attended the inaugural meeting and saw the numbers and character of those present and witnessed the interest and hearty enthusiasm that was displayed can doubt it; nor were the letters from the "absent ones" much less impressive. The Pennsylvanian who wrote that he had "rather give \$5 per year to the purposes of such an organization than to pay that extra tax for the privilege of using such roads as we have in this part of the State" breathed the spirit that appeared to imbue the meeting.

"That the roads of America shall be free alike to all men," as the programme stated, is not the only purpose to be served, or that will be served, by the organization. Hand in hand with "ascertaining, defending and protecting the rights of motorcyclists"—it might even be said "of American citizens"—goes the "encouragement of the use of motorcycles," and there is no doubt that

the Federation can do much to aid that objective. The "advice and assistance" which certain of its members rendered in the promotion and conduct of the "racing and other competition" that marked the now memorable tournament at Manhattan Beach is evidence of what can be done to "encourage the use of motorcycles." That tournament publicly demonstrated not alone their speed and the reliability but their marvelous economy and ease of control, and obtained publicity of the sort that "counts"; other events of the kind to be held in other parts of the country are in contemplation, and when held will serve to spread the leaven.

It is not alone by public competition and the dissemination of healthful publicity that the Federation can "encourage the use of motorcycles and promote the general interests of motorcycling." By refusing to recognize as practical or eligible to competition any machine of more than four-horse power, a limit that was agreed on during a committee discussion, it can keep the trade away from "freaks" and intent on such motor bicycles as are fit for general use and as will merit the approval of press and public. By seeking out and classifying, according to their facilities and the knowledge and experience of their owners, the repair shops and supply storage stations, the Federation will help both the manufacturers and riders enormously and will save both a great deal of vexation and money; it will also serve to excite the interest of dealers and repairers not now interested, and to stimulate the owner of a second-class repairer's certificate to bring his place or himself up to the standard required for a first-class one. The matter of transportation by boats and railroads and expresses is another field of utility that will receive attention and that will save time and trouble and money.

All this and more have been realized by the officials of the Federation. The plan of organization seems admirably adapted to serve the several ends. It is not an organization that will help one section of the country more than another; it is thoroughly decentralized, and, for the first time, perhaps, vice-presidents are made more than mere figureheads and time-servers. They are practically presidents of their respective districts, and it is "up to" them to seek out and select their own assistants and to achieve results in their respective territories.

The objects of the Federation are worthy

ones and its officers earnest and willing. The motorcyclist, who would withhold \$2 per annum from an organization which can be made serve such desirable and beneficial purposes is—well, he's a queer chap, and a blind one.

Concerning Next Year's Models.

That the next season is to witness a movement in the direction of improved quality is pretty well understood by this time. The appreciation in values, the reaction from the low level reached some three or four years ago and maintained for a considerable length of time, rendered it certain that sooner or later a movement of this kind would set in. Very few makers cheapen their product as a matter of choice; it is only when they are forced into desperate straits by the successive reductions in prices that the cheapening policy reaches its apogee. Such was the case a few years ago, and even now the trade is only beginning to recover from its effects.

When prices came down with a bang, and it became necessary to economize at every conceivable point, costs underwent the closest and severest scrutiny. No part was too unimportant to escape it. Wherever a few pennies could be saved they were saved. If improved processes of manufacture reduced cost proportionately, well and good, for then there was no lowering of the standard. But material improvement was practically out of the question; it meant increased cost, and parts makers soon learned that bicycle manufacturers would not or could not equip machines with parts embodying marked changes or material improvement. Between two saddles at slightly varying prices, one with an extra finish or slight points of superiority, the choice was almost necessarily made of the less costly one. It was only where one saddle was confessedly and notoriously cheap, used as a part of the equipment of low grade machines, that it was ostracized. It was a stern necessity, and it knew no law.

The recovery from the lowest plane of prices has been slow, but, as viewed now, none the less gradual. Many of the cheapest models have been dropped, and the better class of makers have given more and more attention to their better grades, improving them in detail and as a whole. In consequence they are vastly improved machines. They look better, and are better, than their predecessors of a few years back.

It is an open secret that for 1904 more than one machine will be constructed and equipped,

if not with entire disregard of expense, at least with an eye to obtaining the best that the market affords. The man who buys a maker's best machine will be given what he has a right to expect, viz., the best saddle, pedals, handle bar, tires, etc. Even the tool bag will be looked after. A decent wrench—not a wretched stamping, rough and unfinished, but a fine drop forged affair—a decent pump, a decent oil can and a repair outfit will be included. So it will be down the long list, quality, not price, again assuming its proper place and heralding the end of the enforced pinch-penny period that even now is beginning to be regarded as a memory.

Light on Motorcycle Costs.

A striking demonstration of the economy of the motor bicycle was given at the Manhattan Beach track on Monday, when W. H. Owen travelled a trifle more than 19¾ miles on a pint of gasoline that at wholesale would have cost 1½ cents and at retail 2¼ cents.

Nothing could be more convincing to the general public of the efficiency and economy of the motor bicycle than contests of this sort. When a dozen men start in competition in front of a stand full of spectators and show what they can do, and such results as those of last Monday are obtained, the evidence is conclusive.

One great virtue of the test is that it was practical. If the bicycles had been jacked up on stands and the motors run, or had been driven about the track at a tedious pace, the test would have had but little merit; but the time limit, wisely imposed, compelled the competitors to run their machines not slower than at the rate of twenty miles an hour, which is a very fair touring pace. Going considerably faster than the twenty miles an hour, Owen made almost twenty miles in 40 minutes 17.25 seconds. It is noteworthy also that Owen was no jockey weight, but weighed the very substantial figure of 192 pounds. He was the heaviest rider in the race, and he went furthest because he exercised ingenuity and by clever manipulation, such as would be quite practicable on the road, he managed to get power out of his pint of gasoline to the last drop. Osear Hedstrom, going considerably faster than Owen, nearly forty miles an hour, covered a little more than seventeen miles with his allowance of gasoline and had almost half a cupful left.

An interesting commentary on the test is that the results of the run about the track with a pint of gasoline agree substantially

with the results of observation in a long distance ride. George A. Wyman, who rode a motor bicycle from San Francisco to New York for the Motorcycle Magazine, pushed through the sand of the deserts, through adobe mud and over the summits of the Rockies, which sort of travelling makes a greater demand upon an engine than riding on macadam roads, and yet Wyman found that he averaged five pints of gasoline for a hundred miles.

It was well that in conjunction with the organization of a national body of motorcyclists there should be such convincing demonstrations of the speed, endurance and economy of the new vehicle for individual transportation. On the same day F. P. Baker won the novice race in 1 minute 38 seconds, and on Saturday, the first day of the carnival, G. N. Holden drove his motorcycle 150 miles in four hours, while W. F. Murphy rode 131 1-3 miles without stopping, and E. J. Edmond, going slower, did not make a stop in the whole four hours. It is to be remembered also that all this was done with road machines of 1¾ horsepower.

It is practical demonstrations such as these, taken into consideration the showing made in the run to Worcester and back, when the reliability of the motorcycle was amply proven, that converts the doubting and makes buyers.

A Federation of American Motorcyclists has been formed. A short time ago the man who used one of these speedy and handy machines was regarded with curiosity. The fact that the new sort of cyclists have banded themselves together shows that this new branch of sport has progressed. We may look forward to a time when the two-wheeled automobiles will be as plentiful as the flowers that bloom in the spring. The result will be that the area of homes will be extended vastly, and people will be able to settle further from railroad stations and trolley lines.—New York Evening Sun.

"To-day the visitors will be shown around town in automobiles," says a Hartford paper in reporting the presence there of the Pope branch managers and travellers, and after remarking that they are there, among other things, to "imbibe the Pope spirit." The "Pope spirit" must have slipped a cog somewhere. In former years it would have required the men to "see the town" on bicycles.

To Keep the Pot Boiling.

The New York Motor Cycle Club purposes continuing its policy of outdoor activity until snow-fly. A braking or stopping contest is scheduled for October, and a 100-mile road test for Election Day, November 3. The club has always held a century run on this annual holiday, but on this occasion the event will be conducted on new lines and the medals be awarded on a basis of points. The contestants will not be permitted to pass the pacemaker under any circumstances, nor to fall further behind than a given distance, say one mile. All lapses in this regard, and all stoppages for whatever purpose, will involve a loss of points. The club has also provided for the indoor season by instituting a series of "Saturday night talks," the first of which occurs September 19. Lectures and addresses on various subjects of motorcycle interest will be given and be discussed by the audience.

His Business Increased 60 per cent.

J. W. Moon, the Allegheny (Pa.) dealer, who was in New York this week to help organize the Federation of American Motorcyclists, states that so far as he is concerned the bicycle business has been distinctively good, his trade showing an increase of 60 per cent. While he has sold a number of high grades, the demand has run to \$25 bicycles. A peculiarity of Allegheny trade, Mr. Moon says, is the early morning trade. His store is open daily at 6 a. m., and the amount of repair work and sales of sundries that come to him from the toilers who ride to work aggregates a tidy sum in the course of a year.

Walthour to Retire.

It is announced in Atlanta, Ga., that Bobby Walthour ends his career on the bicycle track with the present season. In response to the wishes of his wife and family he will give up racing and devote himself to business.

Walthour remained in the game this year only because he had set his heart on winning a sufficient sum in purses to make him independent for life. This purpose has been achieved, his friends say, and they give him credit for having done it fairly and squarely, so that not one word of scandal or innuendo has ever been attached to his name.

The Retail Record.

Omro, Wis.—Fred Bills; sold out to Bert Carver.

Bay Shore, L. I.—C. C. Higgins; sold out to A. A. Wiley.

Schenectady, N. Y.—G. N. Rogers; sold out to Finch & Pond.

Toledo, Ohio.—Charles De Vaux; sold out to William Parker.

Atlantic City, N. J.—D. C. Johnson & Co.; going out of business.

W. W. S. Browne, St. Johnsbury, Vt., has been declared a bankrupt. His liabilities are placed at \$2,970 65, and assets at \$2,742. Of the latter \$300 are claimed to be exempt.

FEDERATION FORMED

(Continued from page 681.)

they used were active riders and desirable members. Again it was urged that the membership committee could handle the question satisfactorily, and the clause as proposed was adopted.

On the call for nominations for president R. G. Betts of New York was at once named for the office. He sought to ward it off and to force the nomination of Chairman Perry. The result was a pretty tilt between the two men. Betts seemed as if about to gain his point when Perry put down his foot on it in determined fashion. He maintained that New York was the logical location for not only the presidency, but for the secretaryship and contended that Betts's plea that he might prove too direct and lacked popularity was no plea at all. As the initiator of the movement he said the responsibility devolved on the New Yorker and he should be made accept it. He (Perry) would serve in any capacity save that of president. Perry had his way and Betts's election was rushed through with unanimity. Amid laughter and applause the clever chap from Connecticut then completed his triumph by insisting that the new president take the chair immediately, which he also sought to avoid. Assuming it, after the generous applause had subsided he said, in part:

"While the responsibility may appear mine and I do not shirk it, I think that Brother Perry and the other vice-presidents will discover that there is more responsibility on their shoulders than usually falls to the lot of vice-presidents. But we cannot accomplish a great deal unless the rest of you help. There is much to be done and we will strive to do it. Money will be required, and if you all will feel that the responsibility of getting new members is partly yours we will be able to obtain the funds necessary for the work in view. It is an axiom of law that it is better that one hundred guilty men should escape than that one innocent man should suffer. According to the laws now imposed on us it would seem that the belief exists that it is better that ten thousand innocent men should suffer than that a guilty one should escape. I am against laws of the sort, and I am for fighting them not so much a legislatures influenced by the rabble, as in the courts. I am against anything that makes our rights less than those of the horseman."

The president no sooner called for nominations for vice-president for the Eastern District than George H. Perry of Connecticut was nominated and seconded by half a dozen different men. He arose as if to decline, hesitated and then remarking that he had agreed to serve as anything but president he sat down and was then chosen by hearty acclamation, indeed, in every instance the applause following the election of each officer was notable; in one or two instances it almost reached the boiling point. Not for years had the splendid clubhouse been the scene of so much enthusiasm.

For vice-president for the Southern Dis-

trict S. M. Whiteside of Savannah, Ga., and W. W. Austin, of Dayton, Fla., were placed in nomination. The vote, which resulted in favor of Austin, was close. For vice-president for the Western District B. B. Bird of St. Paul, Minn., had no opposition. This was true, also, of the vice-presidency for the Pacific District, which Don E. Campbell of San Francisco was unanimously chosen to fill. Mr. Campbell, who was present, was forced by calls of "Speech!" to make a short address. He spoke quietly, stating that though motorcyclists on the Pacific Coast were not many and were nearly all confined to the State of California, and that therefore while not a great deal might be capable of accomplishment, there would not be lacking effort to that end.

For secretary E. L. Ferguson of New York and Dr. G. B. Gibson of Massachusetts were named. Ferguson was elected. Dr. Gibson was then nominated for treasurer and unanimously elected.

After the election of officers impatience to attend the meet at Manhattan Beach became general, and, following a motion thanking the Kings County Wheelmen for the use of their clubhouse, the meeting adjourned, leaving a number of matters to the discretion of the Executive Committee.

During and succeeding the meeting an elaborate cold luncheon was served in the directors' room, which in itself was an object of no small interest to the visitors.

Excepting several late comers, those present were as follows:

E. J. Willis, F. A. Roy, R. G. Betts, E. L. Ferguson, F. Thourot, Mich. E. Toepel, Will R. Pitman, C. W. Spencer, George P. Jenkins, Arthur J. Bendix, Henry H. Glade, Frank B. Widmayer, R. H. Nickerson, J. F. McLoughlin, W. F. Widmayer, jr., H. Bendix, J. T. Dougherty, J. Jacobs, Herman Jehle, George Decker, F. W. Harris, F. E. Moskovics, J. I. Brandenberg, James J. Rogers, John E. Oest, David D. Miller, New York.

F. Schebe, G. M. Fisher, jr., Henry Heyer, H. Brennan, H. Brennan, jr., Norbert Hahl, Henry J. Wehmann, W. J. McCaffrey, Woodman Ready, H. E. Hawes, W. D. Ready, George B. Pieper, M. Byck, F. A. Baker, James R. Ready, Chris. Fadum, Charles L. Simms, C. G. Arnold, R. L. Young, E. W. Wyatt, D. R. Thompson, Brooklyn

G. N. Rogers, A. L. Botham, Schenectady, N. Y.

William Simonson, Willis F. Seaman, Minneola, N. Y.

Jack Beloff, E. Fred Chytrans, Will F. Mann, Yonkers, N. Y.

H. B. Smith, Babylon, Long Island.

F. W. Rogers, Hicksville, Long Island.

R. C. Thurwachter, Syracuse, N. Y.

George H. Perry, John Durant, Samuel E. Campbell, Parker Simonsen, William Bridge, New Haven, Conn.

A. D. Elster, Robert Rebstock, Meriden, Conn.

W. J. Belcher, Walter J. Ziegler, N. P. Bernard, F. W. Cooke, Hartford, Conn.

George W. Sherman, George M. Hendee,

George N. Holden, A. O. Very, Springfield, Mass.

G. B. Gibson, Westboro, Mass.

Don E. Campbell, G. A. Wyman, San Francisco, Cal.

John W. Moon, Allegheny, Pa.

Harry P. Connor, Wilkesbarre, Pa.

Charles Krauss, Frank Fabian, jr., T. J. J. Kean, William Thomas, Philadelphia, Pa.

H. F. Mattern, Reading, Pa.

William J. Tynan, Allan W. Campbell, Paterson, N. J.

C. H. Fenner, South Orange, N. J.

George A. Iler, Pineville, Ky.

Of the officers of the Federation President Betts is an editor; he is an active member of both the New York and Alpha clubs. Vice-President Perry is the advertising manager for the largest department store in New Haven; he for many years previously was with John Wanamaker in a similar capacity. He is a frequent visitor to New York, usually coming over the eighty miles of road on his motor bicycle. Of the other vice-presidents Mr. Bird is in the motorcycle trade in St. Paul, Mr. Austin is a merchant in Daytona and Mr. Campbell has for many years been identified with the cycle and motor trade in California. Secretary Ferguson is in the newspaper business, and Treasurer Gibson is a dentist. Gibson is a genuine enthusiast. He rode from Westboro to the New York meeting and back again, 220 miles each way, in one day covering 140 miles.

The runs on Sunday were not largely attended and for the most part were made up of local men, most of the visitors not arriving until Sunday night, and a number not until Monday morning. The joint run on Staten Island of the New York and Alpha clubs was, of course, the largest outing. W. E. Hyde, an interesting character from Shrewsbury, Mass., one of the few out-of-town riders who participated, rode a borrowed machine and had the misfortune to break a crank. He left the machine on the island overnight, and going for it the next morning he missed both the photograph and meeting.



THE RUN ON STATEN ISLAND.

KRAMER CHAMPION AGAIN

Finishes 1903 Circuit Twelve Points Ahead of Lawson After Three Bitter Final Races.

Another national circuit has closed and the champion of the year has again been evolved; not a new one, but the same one who won the laurel last year and the year before that—Frank L. Kramer, of East Orange, N. J.

This new three-ply champion renewed his claim to the title on the N. C. A. national circuit of the N. C. A. this year by a safe margin of points, 62, as against 50 for his nearest competitor, and the manner of his winning left no doubt of his championship prowess, hard as Iver Lawson strove to over-match him.

The concluding meets of the championship series were memorable ones. No wind up of the circuit ever has been made with the three final races so hard-fought, so full of bitter rivalry and so full of incident as those of last Saturday, Sunday and Monday. On last Saturday the two great rivals, Kramer and Lawson, for the third time during the season were tied, this time with a score of 41 points apiece.

Last Saturday the programme at Manhattan Beach called for a five-mile championship race. It was a "double-point" event, and the first trial heat of it caused a sensation because of Lawson being shut out from the final, although four were to qualify. Lawson got into a very bad position in the last turn. He was pocketed, but it looked more as if his failure to qualify was due to a smart but legitimate trick on the part of King and Galvin than to any deliberate plan to box up Lawson. At the head of the stretch King and Galvin sneaked away from the bunch, while Bargett seemed to be "throwing the chloroform into them." Lawson was away back in the bunch when King and Galvin jumped. It is doubtful if from his position he saw the two youngsters make the sneak. Anyway, King and Galvin wanted to get into the final to get some of the money, and their steal succeeded. They were first and second, several lengths in front of Collett and Root, and Lawson finished sixth. Kramer won his heat, and so it looked black for Lawson, with not a chance to ride for the double points and only two races to follow. Rain caused the running of the final heat to be postponed until Monday, for which day there was also a two-mile championship for double points on the card.

So matters stood when Sunday arrived and the first championship race ever sanctioned for a Sunday was run on the Hill-side track at Belleville. This was a half-mile event, and was the hottest contest ever ridden on any dirt track, as the time, 1 minute flat, tells. Kramer, Lawson, Fenn and McFarland qualified for the final, and of course they teamed, Fenn with Kramer and McFarland with Lawson. It

was a ding dong, break-neck sprint from start to finish, and, as events proved, it resolved itself into a test of the pacing powers between Fenn and McFarland. Fenn won, for McFarland weakened perceptibly in the turn, and Fenn swung Kramer into the stretch a good two lengths in the lead. Then Lawson showed that wonderful speed that he reveals at times and closed up half a length of his disadvantage in a plucky sprint up the stretch, but that was all he could do, and Kramer won by a length and a half. Fenn was third and McFarland fourth. Veteran riders and trainers were wildly enthusiastic over the race, declaring it the best exhibition of team work ever seen on a track.

In the semi-final of this race, in which



Kramer rode, there was a finish so close that it was hard to pick them, and many of those present disagreed with the judges, claiming that Kramer had been shut out and finished behind McFarland and Root. The decision in favor of Kramer would have raised a greater storm if he had not been champion and in his own bailiwick.

When Labor Day arrived the score of the rivals stood, Kramer 46, Lawson 44, and there were two double-point races to be run at Manhattan Beach, one being the final of the five-mile event postponed from Saturday, for which Lawson was ineligible.

In the five-mile final there were eight starters, Kramer, McFarland, Collett, Root, John Bedell, Menus Bedell, King and Galvin. Fenn having been shut out of the final along with Lawson, Kramer took Collett for a team mate. The Bedell brothers declared as a team, and those were the only combinations announced. Throughout the five miles it was plain that there was a job up to do Kramer, and it looked as if every one except Collett was working against the champion. When they turned into the stretch Kramer ran into the pole, and there was promptly a pocket formed around him, just as has been done so many

times to "Major" Taylor. It was done with deliberation and a cleverness that provoked applause. There was every indication of a cut and dried programme. McFarland was out in front, and he finished first quite handily, with Bedell second, Root third and Kramer fourth. The referee threw out Bedell and Root on the ground of undeclared team work, and Kramer was placed second, with Collett third and Galvin fourth. There was great excitement throughout the race.

In the two-mile event Kramer, Lawson, Root and McFarland started, and finished in that order. It was a mighty tussle up the straight between Lawson and Kramer. Lawson was in the lead on the inside when the final sprint began, and as Kramer tried to go past on the outside Lawson crowded Kramer further and further out toward the edge, until at the finish they were both way up on the inner side and Kramer only about a foot from the edge. Kramer kept gaining slowly but steadily all the while he was being crowded, and he won at the tape by about a foot.

The final score of the 1903 national circuit is given below. The single figures (1) indicate a race of normal points, five for first, three for second, two for third and one for fourth, while the crosses indicate double-point events, ten for first, and so on. There were, in all, twelve championship races, and fully as many more were postponed because of rain. Of the twelve races five were for double points. As there are 11 points in each normal race and 22 in each double point event, the total points awarded was 187. Of this it was possible to score 85 points by winning every first. Kramer's score of 62 out of a possible 85 is therefore very creditable.

| | 1st | 2d | 3d | 4th | Pts |
|------------------------|--------|-------|----|-----|-----|
| Kramer (Pierce)..... | 1111xx | 11xx | x | 0 | 62 |
| Lawson (Columbia)... | 111x | 111xx | 1 | x | 50 |
| McFarland (Tribune)... | x | 0 | 1x | 11x | 21 |
| J. Bedell (Rambler)... | x | 0 | 11 | 1x | 17 |
| Fenn (Columbia)..... | 0 | 1 | 1x | 1x | 12 |
| Collett (Rambler).... | 0 | x | x | 0 | 10 |
| Root (Columbia)..... | 0 | 1 | x | 0 | 7 |
| Bardgett (Rambler)... | 0 | 0 | 11 | 1 | 5 |
| Galvin (Tribune)..... | 0 | 0 | 0 | x | 2 |
| M. Bedell (Rambler)... | 0 | 0 | 0 | 1 | 1 |
| Grand Total..... | | | | | 187 |

Mixed Bicycles, Baseball and Melons.

More than 350 riders joined in the first annual "watermelon run" held by the Yale Wheelmen, of Baltimore, on Sunday. It was a blind run. The route was from the club-house, on East North avenue, thence west on North avenue to Druid Hill Park, round Druid Lake to Fulton avenue, to Lafayette avenue, to Mount Royal avenue, down St. Paul street to Chase street, to Broadway, to North avenue and then to the Hartford road, where they proceeded to the beautiful field on the estate of Imwolds.

After a tied game of baseball between the Yale and the Paterson teams, each scoring one run, the watermelons were served all over the field. The affair was in charge of Captain William French, First Lieutenant H. Jeffries, Second Lieutenant G. Lang and Color-bearer Lucas, of the Yales.

150 MILES IN FOUR HOURS

Holden, Despite an Ugly Fall, Does a Grand Performance—Tires Cause Tumbles.

The first long distance race for motor bicycles run in this country, the four-hour event at Manhattan Beach on Saturday last, which served as the curtain raiser for what has been since termed the "motorcycle carnival," was no plodding affair. It was a race from the crack of the pistol, and a swift one;

The men who started and the order of their finish were as follows:

heap with startling suddenness shortly after completing his twenty-second mile. One of

| | 1st hour. | 2d hour. | 3d hour. | 4th hour. | |
|--|-------------------|----------|-----------|-----------|--------|
| | M. Yds. | M. Yds. | M. Yds. | M. Yds. | Stops. |
| 1. G. N. Holden, Springfield, Mass. (1½ h. p. Indian)... | 39 586 | 77 696 | 113 321 | 150 75 | 2 |
| 2. W. H. Owen, Brooklyn, N. Y. (1¼ h. p. Indian)..... | 35 1,173 | 75 — | 110 — | 142 440 | 4 |
| 3. N. P. Bernard, Hartford, Conn. (2¼ h. p. Columbia)... | 39 696 | 69 586 | 102 586 | 140 696 | 3 |
| 4. W. F. Murphy, New-York (1¼ h. p. Indian)..... | 35 1,173 | 71 1,173 | 106 1,173 | 138 586 | 1 |
| 5. W. J. Ziegler, Hartford, Conn. (2¼ h. p. Columbia)... | 34 1,173 | 71 586 | 89 — | 125 1,613 | 4 |
| 6. T. W. Rogers, Brooklyn, N. Y. (1¼ h. p. Indian)..... | 29 — | 63 — | 87 1,173 | 124 — | 6 |
| 7. E. Goodwin, Jersey City, N. J. (3 h. p. Orient)..... | 23 586 | 63 586 | 92 586 | 115 1,613 | 15 |
| 8. E. J. Edmond, New York (2 h. p. Thomas)..... | 26 1,173 | 47 1,173 | 71 1,173 | 95 75 | 0 |
| S. C. Campbell, New Haven (1¼ h. p. Warwick)..... | 27 586 | 62 586 | 75 1,173 | Withdrew. | |
| James Ready, Brooklyn, N. Y. (4 h. p. Orient)..... | 22 586 | | | | |
| D. D. Miller, New York (3 h. p. Orient)..... | 20 1,173 | | | | |
| G. H. Curtiss, Hammondsport, N. Y. (6 h. p. Hercules)... | 7 — | | | | |
| F. P. Baker, Brooklyn, N. Y. (1¼ h. p. Indian)..... | Off in first lap. | | | | |

Leaders—First hour, N. P. Bernard, 39 miles 696 yards; second hour, G. N. Holden, 77 miles 696 yards; third hour, G. N. Holden, 113 miles 321 yards.

Longest distance without a stop, W. F. Murphy, 131 miles 1,077 yards.

4. THE SMILES OF THE INDIAN TRIBE.

3. READY AFTER HIS SPILL.

2. ZIEGLER. BERNARD.



5. MURPHY. OWEN. HOLDEN.

1. HOLDEN AFTER HIS ACCIDENT.

6. CURTISS IN TROUBLE.

not even when the winner, Holden, was certain of victory did he ease up; indeed, in the last five minutes he turned on more power, crouched lower and his speed was, if anything, more terrific than at any other stage of the contest. He averaged 37½ miles per hour for the four hours, and this despite an ugly fall that left him in a daze for several minutes. There were other unexpected occurrences sufficient to keep interest from flagging.

At the pushoff Owen broke a chain, and Baker retired before completing the first lap. Ready also failed to get going and lost a lap. Curtiss, riding his big, thirsty, two-cylinder machine, avowed that it could not go the distance, but he started and for the first five miles led the way, with Goodwin disputing the place. Curtiss quit in the seventh mile, and Ready on his chain-gearred Orient, who had been riding like mad to regain his lost distance, came down in a

his tires had been freshly cemented, and the great heat generated by his terrific speed melted the half-hardened stuff and permitted the tire to come off; it threw him heavily, but he escaped without a scratch. Miller, who had been troubled with a flooded carburettor and had been moving slowly, as the pace went, was next to retire, a broken inlet valve completing his undoing. The others, including Owen, who had restarted after his chain had been repaired, were going great



NOTHING BUT FIRST

THERE WAS NEVER SUCH

In Speed, Economy

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was so emphatically demonstrated
5th and 7th, that none o

Of a Total of

22 Prizes the Indian Won 18.

IT WAS

FIRST in Every Event,
SECOND in Four Events,
THIRD in Three Events,

and also won fourth in the
four hours race, and also

**THE SPECIAL PRIZE FOR THE MACHINE
COVERING THE GREATEST NUMBER
OF MILES WITHOUT A STOP.**

OTHER INDIAN SCALPS.

At Trenton, N. J., September 7th.—First in only event run.

At Westfield, N. J., September 7th.—First, second and third in the only event run.

At Brantford, Conn., September 8th.—Two events run; Indian won both.



Cons

THESE MARVEL

Ponder well on the item of economy—less
into your brain—consider the weight, the com
ask yourself what earthly reason exists for you
If there is anything about the INDIAN



HENDEE MANUFACTURING

S FOR THE INDIAN. 

REMARKABLE RECORD.

d Ease of Handling

RITY OF

INDIAN

Manhattan Beach meet, September
doubt it, if they so desired.



Well

PERFORMANCES.

one-tenth of a cent per mile—let the figures sink
s, the appearance of the INDIAN, and then
ease of any other motor bicycle.

which you are unfamiliar, write us.

COMPANY, Springfield, Massachusetts



Speed.

Every first prize PROVES IT.

Economy.

Every prize and a record of 19 miles, 1348 yards on
one pint of gasoline (retail cost 2¼ cents) in the con-
sumption test PROVES IT—about one-tenth of a cent
per mile.

Ease of Control.

Every prize in the skill contest PROVES IT.

**Reliability of
Operation.**

131 miles, 1077 yards without a stop in the four hours
race PROVES IT.





NOTHING BUT FIRSTS FOR THE INDIAN.

THERE WAS NEVER SUCH A REMARKABLE RECORD.

In Speed, Economy and Ease of Handling

THE SUPERIORITY OF

THE INDIAN

was so emphatically demonstrated at the Manhattan Beach meet, September 5th and 7th, that none could doubt it, if they so desired.



Consider Well

THESE MARVELLOUS PERFORMANCES.

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22 Prizes
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131 miles, 1077 yards without a stop in the four hours race PROVES IT.

Ponder well on the item of economy—less than one-tenth of a cent per mile—let the figures sink into your brain—consider the weight, the compactness, the appearance of the INDIAN, and then ask yourself what earthly reason exists for your purchase of any other motor bicycle.

If there is anything about the INDIAN with which you are unfamiliar, write us.

HENDEE MANUFACTURING COMPANY, Springfield, Massachusetts





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cents) in the con-
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PROVES IT.

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in the four hours



guns, that is, all save Edmond, who started at a deceptive twenty-five mile pace and maintained it with little variation throughout. Nothing feased or hurried him; he set out to accomplish a non-stop performance, and by contrast his speed appeared so slow that a dozen arguments resulted that were settled only by the watch. None credited him with travelling at better than a sixteen-mile pace.

Goodwin led at the half hour with nineteen miles to his credit, but ran into trouble in the next mile and was off the track for several minutes, thereby losing his advantage. A broken belt forced him off again at the hour, and thereafter he was off and on a dozen times, changing mounts repeatedly. At the end of the hour but eight of

moving at nearly forty miles per hour, something happened that made not only the Indian tribe, but the spectators shudder. Holden fell without apparent cause. He appeared to strike the cement track fairly on his neck and to remain poised for a moment in that position. While the crowd was still shuddering he picked himself up and shut off the power of his prostrate engine. Then he staggered in a daze off the track and appeared as if about to collapse. Friends started to help him across the field, when the cry, "Get him another machine," went up. It seemed to partly recall him to his senses and he stopped and, still wavering, awaited his fresh mount. As he was manifestly still in a daze, an official ordered or advised that he be not permitted to mount

in attempting to dismount became tangled in his machine. He fell in three installments, first on his hands, then on his knees and finally on his face. Beyond peeling off cuticle he was uninjured. The particular prize he sought was safe, however. Edmond, the only other competitor without a stop was more than forty miles behind. He started under the misapprehension that the prize was for a non-stop performance, regardless of mileage, and for two hours rode holding open the poppet valve of his carburetter, on which the key had worked loose.

The fourth hour was remarkable for the Bernard's performance. His team mate, Ziegler, had been bothered by choked lubrication and was away behind, but Bernard in the final hour cut loose and rode several



One of the Tire-Troubled Indians.



Lining up at the Tape.



Ziegler Inspecting his Columbia.

the thirteen starters remained, and Rogers, Campbell and Edmond were far behind. Rogers had stopped for lubrication, Campbell had broken an inlet valve—he broke three of them before he finally retired, suggesting, as one man remarked, that he might be exploding dynamite in his motor—and Edmond, he was still plodding unconcernedly.

The leaders were Bernard and Holden, less than a lap separating them, and both were sweeping around in impressive fashion. At the hour Bernard had slightly more than one hundred yards the best of it and won the prize for the first hour, doing 39 1-3 miles. Two miles further a grain of sand, due to unstrained gasoline, choked his carburetter and forced him to stop. On the eighty-sixth mile the very same thing occurred again.

With Bernard out of the way, Holden, who was riding his second track race, quickly assumed the lead and was never thereafter headed. About the seventieth mile he was in danger for a while. His gasoline feed pipe broke and the valuable fluid began to leak out, causing troubled looks in the Indian camp. He rode for several miles in this condition and then dismounted until the damage was quickly mended. He lost little distance, but in the eighty-fifth mile, while

until he had recovered. He mounted, however, and after losing about three miles regained himself, and thereafter rode as though nothing had happened. His spill was due to the collapse of his rear tire. The track friction had worn it clear through. It was a new one and lasted just eighty-five miles—an item of more than passing interest.

The fact that Holden changed wheels caused no little thoughtless muttering and some outspoken objection. The fact that it was a speed contest pure and simple, and that a rule denying changes of mounts would nearly ruin motorcycle racing did not dawn on the objectors without a deal of argument.

Holden accounted for the prize for the second and third hours. The feature of the third hour was the narrow squeaks of Owen and Rogers; their tires also wore through but were discovered in time to avert accident. Murphy was not so fortunate. He rode a beautifully judged race with an eye on the prize offered for the greatest distance without a stop, and had no semblance of a hitch, skip or trouble until within 17 minutes of the finish, when his tire also succumbed to the heat and friction, when it flattened. He cut off power and drew to the outer edge of the track. He was going very slow and

rings around the others. He rode over 38 miles in the hour, passing Murphy and securing third place, and gaining six miles on Owen and more than a mile on Holden. Goodwin, who was in fifth place at the third hour, kept hopping off and on and was passed by both Zeigeler and Rogers. It was a great race—in its way, the greatest motorcycle race that has yet been run.

How Weather Affected German Trade.

The German cycle trade has not enjoyed a prosperous season, bad weather being largely responsible for it. Prices have also reached rock bottom, and many concerns are in trouble. A report issued by the Berlin Chamber of Commerce has this to say regarding the matter:

"The bad weather in spring was unfavorable to the cycle trade, and led to price reductions and overproduction, with an increased trade with foreign purchasers. Smaller makers had to sell to export houses at any price to keep out of bankruptcy. Medium priced cycles had the best sale, and it is clear that the sporting interest has given way, making cycles more than ever simply means of locomotion. Raw materials have equally fallen in price on account of small demand, and materials and goods have reached the limit of price reduction."

20 MILES FOR 2 1-4 CENTS

Remarkable Result of Consumption Test—
Clever Tactics of the Winner.

The consumption contest, run in connection with the other motorcycle events at Manhattan Beach on Labor Day, was a revelation not only because of its astonishing results in showing the possibilities of a man with a pint of gasoline, but also because instead of being tedious to the spectators, as it was feared it would be, it was the source of unexpected amusement. The interest was sustained throughout.

The attention of the grand stand centred in the antics of the winner, "Wally" Owen, who gave an illustration of how much further one may go with one pint of gasoline when some wit and practical ingenuity are expended with it than can be travelled without the application of the personal qualities.

Long after the others had gotten all they could out of their pint of gasoline, Owen continued eking out his travels by fits and starts, repeatedly going a little further when every one thought he was all out and finished. The way he managed to do this is what caused the fun. When his explosions began to fail and he was afraid of the engine stopping, Owen, with the quick eye to every trick for advantage that distinguishes the track racing man, headed his bicycle up the slope to the outer edge of the embankment and then took advantage of the slope to run back to the pole and keep the engine going. This also inclined the gasoline tank, so that the small quantity remaining in it ran forward toward the outlet to the carburetter. At the same time Owen would shake the machine adroitly so as to filter down another drop of gasoline for an explosion. When the power began to fade again the trick was repeated, and a dozen times the officials started to go take his distance, thinking he was "all out" literally as well as figuratively, when they would be startled by seeing him manage to shake out another explosion. When the gasoline tanks were examined after the contest a few drops were found remaining in all of them except Owen's. His was absolutely empty. As one examiner put it, he had "burned up even the smell." The other competitors were thoroughly nettled because they had not had wit enough to do as Owen did. The joke of the situation was that Owen was almost a greenhorn on a motor bicycle, never having ridden an Indian until the Friday before the contest, and yet he beat out Hedstrom, the man who made the motor and who was picked as the sure winner. Owen weighs 192 pounds, and was the heaviest rider in the race.

There were twelve starters in the race, and each was served alike by having a pint of the same quality of gasoline poured into an empty tank. The rules required that each competitor must average a mile in three minutes during the contest, that he could not

employ the pedals more than once in a mile, and then for not more than 100 yards. This left very little room for tricks, and though some, when they could no longer get an explosion, tried to add to their distance by pedalling, they were quickly detected and their distance taken from where the power gave out. The riders got the advantage of the utmost inch of distance by remaining on their bicycles until they toppled over from lack of momentum, the same as is done in a coasting contest, and the machines lay where they fell until their distance was measured. Owen and Jehle were the last two on the track. Jehle used the smallest motor in the contest, a special of $1\frac{1}{4}$ horsepower.

Besides furnishing abundant fun, the results of the contest were astonishing in respect to demonstration the economy of travel by the motor bicycle. Considering that some riders do obtain their gasoline at wholesale prices, it is interesting to show what was the cost in fuel of the distance travelled by Owen, reckoning with the wholesale price as well as the retail.

Owen went 19 miles 1,348 yards, which is more than $19\frac{3}{4}$ miles, being only 412 yards less than 20 miles. Reckoning gasoline at 12 cents a gallon, wholesale, his pint of fuel cost a cent and a half for the distance—to be exact, .805 of a mill for each mile—or, roughly and more comprehensively, $\frac{3}{4}$ of a mill a mile, calculating his distance as 20 miles. Figured the same way, as 20 miles, the cost with gasoline reckoned at the retail price of 18 cents a gallon, he travelled 20 miles for $2\frac{1}{4}$ cents, which is at the rate of $1\frac{1}{8}$ of a mill a mile. Twenty miles for $2\frac{1}{4}$ cents means 100 miles for $11\frac{1}{4}$ cents. Adding on enough to cover the few yards' deficiency from 20 miles in the distance, and enough also to allow for a considerable increase of speed and calling it a cost of 12 cents for 100 miles, it will be seen that the motor bicycle as a carrier is considerably cheaper than either the steam railroad or the trolley.

At wholesale prices the cost would be only $7\frac{1}{2}$ cents per 100 miles.

Summary:

One-pint gasoline consumption test—Won by W. H. Owen, Brooklyn (Indian, $1\frac{1}{4}$ h. p.), 10 miles, 1,348 yards, in 40 minutes 17 1-5 seconds; Oscar Hedstrom, Springfield (Indian, $1\frac{1}{4}$ h. p.), second, 17 miles 50 yards, in 26 minutes 30 1-5 seconds; Ralph De Palma, Brooklyn (Indian, $1\frac{1}{4}$ h. p.), third, 12 miles 300 yards; Herman Jehle, New York (Special, $1\frac{1}{4}$ h. p.), fourth, 11 miles 1,056 yards, in 31 minutes 37 2-5 seconds.

Motorcycles at Connecticut Fair.

Two motorcycle events figured in the programme of the fair at Brantford, Conn., on Tuesday. Oscar Hedstrom, riding an Indian, won the race for professionals, and J. Cox, who also was on an Indian, won the amateur race.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York. ***

HANSON'S 24 HOURS

Mitchell Crack Raises the Record 66 Miles—
And, of Course, it Rained.

A. A. Hanson sustained his reputation as "the rainmaker" last week in Chicago, and in spite of the eight showers which occurred during his long race against time on the Garfield Park track he broke all motorcycle records from 200 miles up to 700 miles, also making a new record for twenty-four hours. While the rain which fell naturally made the track more difficult to negotiate, it did not stop Hanson, who rode through every one of the eight showers.

The start was made at 3:30 p. m. Friday, the race ending at the same hour on Saturday. Hanson rode under the auspices of the Western Division of the Century Road Club Association. His record for the twenty-four hours was 701 miles 1,330 yards, and it wiped out by over sixty-six miles the best previous record, 634 $\frac{3}{4}$ miles, held by himself. His actual riding time was 20 hours, 25 minutes and 52 2-5 seconds. Hanson, despite the slippery track and one puncture, covered over thirty-eight miles in the first hour. He sustained ten other punctures during his ride and, because of the rain, was thoroughly drenched and at night chilled to the bone. But for the adverse conditions he believes he would have added at least two hundred miles to his total. He said he felt better at the start than at the finish. He still is confident that he can accomplish one thousand miles in the twenty-four hours.

Hanson's time by hours was as follows:

| Hour. | Miles. | Hour. | Miles. |
|---------|-------------------|---------|-------------------|
| 1..... | 38, 10 yds. | 13..... | 351 |
| 2..... | 76 | 14..... | 378 $\frac{1}{2}$ |
| 3..... | 110 | 15..... | 408 |
| 4..... | 122 | 16..... | 440 |
| 5..... | 146 | 17..... | 475 |
| 6..... | 165 | 18..... | 505 |
| 7..... | 190 | 19..... | 539 |
| 8..... | 208 | 20..... | 568 |
| 9..... | 241 | 21..... | 605 $\frac{1}{2}$ |
| 10..... | 264 $\frac{1}{2}$ | 22..... | 637 $\frac{1}{2}$ |
| 11..... | 297 | 23..... | 668 $\frac{1}{2}$ |
| 12..... | 324 | 24.... | 701, 1,330 yds. |

Hanson rode a $3\frac{1}{2}$ h. p. Mitchell, differing from the stock model only as regards handlebars, which were dropped instead of straight.

Denver to Build Board Track.

Encouraged by the success attending a race meet held at City Park on August 29, the members of the Denver (Col.) Retail Bicycle Dealers' Association contemplate forming a joint stock company to build and manage an eight-lap board track next season.

The matter of a board track for next season was fully discussed at a meeting of the dealers held on September 1, when almost sufficient money was pledged for the project. Land will be leased for the enterprise, and it is stated that Eastern bicycle manufacturers have promised to aid in the venture.

SPECTACULAR WINDUP

Of Racing Season at Manhattan Beach— Disqualifications, Fouls and Falls Abound.

Jupiter Pluvius was a partisan on Saturday, September 5. He stayed his hand, in spite of mutterings and threatenings, at Manhattan Beach until the motorcycle events were out of the way, and then gave the storm a free rein, to the partial undoing of the regular bicycle events.

Heavy clouds moved seaward and spread over the grounds while the heats of the mile championship were being run. Thunder and lightning accompanied it, and just after the five-mile amateur handicap was got under way the patter of the rain on the cement track began. The race was run out; but the rain continued steadily, and it was decided to call the meet off and finish it on Monday, Labor Day.

Even thus abbreviated, however, the meet was not devoid of interest. In the heats of the championship race both Lawson and Fenn were shut out, greatly lessening the former's championship chances and depriving Kramer of his wheel horse.

The heats of this race were at one mile, and early in its first King and then Galvin jumped the bunch, the rest of the field, Bardgett leading, holding back. The two runaways got a good lead and easily finished first and second. When it came to the sprint of the remainder of the bunch it was seen that Lawson did not come to the front, and, to the amazement of the spectators, he finished sixth, Collett and Root being the other qualifiers. Fenn fared equally ill in this heat. The second heat was without incident, Kramer getting the place, with McFarland only inches behind. John and Menus Bedell were third and fourth, respectively.

With Hurley, Billington and Glasson absentees, the five-mile amateur handicap was deprived of much of its interest. The long markers were caught without much trouble, and E. S. Collett (50 yards) beat out Joe Fogler (scratch) in the sprint, R. Acker getting third place. This, with the motorcycle events described elsewhere, completed the day's races.

Whatever was lacking in strenuousness and picturesqueness on Saturday was more than made up at Monday's meet. Each section of the long programme—the motorcycles and the pedal driven machines—furnished its quota. Each had its disqualifications, and the former was enlivened by the sight of swiftly moving men going down on the track, shooting over the banks at lightning gaits, etc. Keenly contested were the motor events, but a hearty good fellowship pervaded them; the sprint races, however, were marked by a bitterness and a determination rarely, if ever, seen on the American path. Not even the fierce disputes of two years ago, when "Major" Taylor was the bone of contention, equalled them. The bitterness

affected practically all present. The spectators were intensely partisan, and the riders, the trainers and the hangers on were divided into two unequal and hostile camps, the majority favoring Lawson. Every point of the long and hard fought battle was followed with the closest attention, and every new move was the signal for an outburst in which objections, adjurations and claims played the prominent part.

Two teams were announced in the final of the five-mile national championship, postponed from Saturday. They were Kramer and Collett and the Bedell brothers. The other four men, viz., McFarland, Root, King and Galvin, declared that they were "on their own."

Almost from the pistol fire the existence of a combine became evident. First one man would jump, then another; then all closed up again, and up the bank and down again they would go. Collett, essentially a sprinter and out of condition, was soon placed hors de combat and Kramer was left to fight his battle practically alone. Time and again he had to go out and close up a big gap or risk being left in the lurch. It seemed as if the tactics would eventually prove successful, when at about four miles a change of programme was made. The men quit their whipsawing tactics and all went along quietly, waiting for the sprint.

Leaving the backstretch on the last lap Kramer was leading, watching for some one to challenge. Immediately afterward McFarland did so, drawing up alongside of Kramer on the turn. Back of him, in solid phalanx, were three men—John Bedell, Root and one other. As McFarland passed Kramer and dropped onto the pole, and the latter essayed to introduce his front wheel into the supposed opening between McFarland and the next man, lo! there was no opening; the phalanx held firm, hemming Kramer in on the right, while McFarland blocked the way in front. It was a splendidly planned and executed trick, and Kramer was helpless. The race was over by the time the stretch was entered upon, and the order of finish was: McFarland, J. Bedell, Root and Kramer, with Collett and Galvin fifth and sixth.

Immediately Bedlam seemed to break loose. The track was filled with shouting, gesticulating racing men and trainers, and in the grandstand and bleachers men and women rose and hissed or applauded. A Babel of cries arose and confusion ran riot.

Calling for Kramer, Bedell and Root in succession, Acting Referee Merrihew and Associate Referee Barnett made a speedy investigation. Its result coincided exactly with what they had witnessed, and a decision was reached without hesitation. Bedell and Root were disqualified for illegitimate team work. This gave Kramer second place and Collett and Galvin third and fourth.

When the two-mile national championship was called there was an attempted "strike." A number of men declared they would not

ride on account of the disqualification, but the revolt was quelled in its incipency, a sufficient number of men coming out to make a race, whereupon the recalcitrants joined them.

The heats were uneventful, Lawson and Fenn both disqualifying in the first and Kramer and McFarland in the second. When it came to the final it was seen that the combination was not in working order. Kramer and Fenn and Lawson and McFarland were announced as teams, and they worked in the conventional manner, the two rivals being piloted to the lead on the turn and left to fight their battle out to the end. Lawson swung into the stretch on the pole and slightly in the lead, and the two men was moving the faster and it seemed to be only a question of seconds when he would assume the lead. But then the Salt Lake City man began to bore Kramer and an extraordinary finish took place. The two men almost touched, Kramer going away just enough to prevent an actual collision, but persevering in his effort to get in front. When the tape was reached he had succeeded, leading by inches, although by that time he was but a few feet from the outside of the track, and ten yards further would have been forced over it.

Although Kramer finished first, and Lawson's boring had failed of its purpose, the latter's fate for a few minutes hung in the balance. Asked for an explanation, he told the referee that he had ridden blind, heading for the tape and seeing and knowing nothing else. He was given the benefit of the doubt and let off with a reprimand.

A one-third mile professional handicap and a five mile team pursuit race between the C. R. C. of A. and the C. R. C. A. completed the list of regular bicycle events. McFarland won the former from the ten-yard mark, while the team race fell to the first named association. This was a bitter pill for the C. R. C. A., as the rivalry between the two organizations was of the keenest possible description and the Association had expected to win in a walk.

As on Saturday an interesting list of motorcycle events were run, an account of which appears in another column.

The summaries follow:

Five-mile amateur handicap—Won by E. S. Collett, New Haven (50 yards); Joe Fogler, Brooklyn (scratch), second; Robert Acker, Brooklyn (350 yards), third; Oscar Goerke, Brooklyn (150 yards), fourth. Time—13:13.

Five-mile championship—Won by Floyd McFarland; Frank Kramer, second; George Collett, third; Frank Galvin, fourth. Time, 11:54 1-5. Root and John Bedell finished ahead of Kramer, but were disqualified for team work without having declared it.

Two-mile national championship, professional—Won by Frank Kramer; Iver Lawson, second; E. F. Root, third; Floyd McFarland, fourth. Time, 5:54 2-5.

Five-mile team pursuit race between Century Road Club of America and Century Road Club Association—Won by the America team by 200 yards. Time, 12:06 4-5. Teams: America—Ferguson, Kopsky, Lind, Gebhard and Daily. Association—Schwab, Bichette, McIntyre, Smith and Kirchner.

One-third mile handicap, professional—Won by L. R. Lake (40 yards); E. F. Root (15 yards), second; Menus Bedell (30 yards), third; F. A. McFarland (10 yards), fourth. Time, 0:37 1-5.

FOUR THRILLING FALLS

Last Meet at Manhattan Beach Ends With Exciting Episodes and Miraculous Escapes.

Four men on motor bicycles moving at forty miles per hour tragically plunging over the banking in quick succession and the literal unmasking of a "ringer" after the race concluded served to make the memorable meet at Manhattan Beach on Monday even more memorable.

The accident and unmasking occurred in the last race of the day, the five-mile amateur handicap for motor bicycles. Some twelve men started, James Ready on the

reappear; he sat on the edge of the track in dazed fashion. Johnson was helped off and the other two carried to the training quarters, Bernard senseless and Dufrane half conscious. All were fearfully scraped, but save Bernard all were able to walk home after being bandaged. Bernard was badly bruised and scraped, but his most serious injury was a broken collarbone. He was taken to the hospital, but was able to be about the next day.

Dufrane's fall was apparently due to his riding wide and losing control of his machine. The other three were caused by the bursting or flattening of Barnard's rear tire. He said he realized that something had happened and his first wobble up the track cut off Rogers and forced him off the track.

In the eighth mile, however, Owen began to lose speed and he was overhauled by Johnson at 9.2-3 miles. After the race started H. B. Lake appeared on the track and rode like mad for several miles, despite orders to desist. He was ordered expelled from the grounds and his suspension has been requested.

The skill contest was interesting and notable for the appearance of Mrs. G. N. Rogers and M. E. Toepel, the one-armed motorcyclist. The contestants were required to ride through a gateway of handlebar width, to zigzag between four kegs placed ten yards apart, to ride between two narrow planks to which toy balloons were tied and to escape bursting which required that cranks be brought horizontal, and, finally, to ride



Hedstrom "All Out" in the Consumption Test.



Watching a Competitor Ride the Plank; the Finger Points at Ralph De Palma, the First Crooked Motor Bicycle Racing Man.



Mr. Rogers Starting His Wife in Skill Contest.

two-cylinder 5 h. p. Hercules, which the owner himself feared to ride on the track, being on scratch. Because of his unfamiliarity with the big machine, which he rode despite the protests of his friends, an accident with Ready as the central figure had been expected, but fortunately the Hercules was practically left at the post and never cut a figure. It was off the track when the big spill occurred. The men were moving at terrific speed when in the third mile Alex. Dufrane of Elizabeth, N. J., without apparent cause plunged over the bank at the first turn. The crowd rose and groaned audibly and were awaiting to see Dufrane carried off, when three more men in rapid succession also shot over and disappeared. T. W. Rogers was first to go, then N. P. Bernard and finally P. H. Johnson. Each plunge was distinct and separate and occurred within a space of one hundred yards. The spectators groaned successively, and then a dead silence ensued. Motorless bicycles had frequently gone over the bank, but the great speed of the motors rendered the accidents spectacular and terrifying in the extreme.

Rogers was the first of the fallen ones to

Barnard shut off power just before he spilled, but his speed was so great that he carried away part of the pacemakers' platform and moved a post in the ground that his machine struck; the machine itself was badly bent, but nothing but the spokes were broken. The tire had pulled off and was wedged tightly in the rear forks.

The thrilling accident caused all save the judges to forget the race, which was won by a slender chap wearing cap, mask and goggles. He was supposed to be F. P. Baker, whose number he wore, but he was recognized as Ralph De Palma, a professional. The fraud was detected and De Palma promptly disqualified, giving the race to Samuel E. Campbell of New Haven.

In the three-men team pursuit race both teams were mounted on Indians, the object being to obtain a close race. W. F. Murphy, Dufrane and Johnson comprised one team, and W. H. Owen, T. W. Rogers and G. N. Holden the other. For five miles both teams held together; then Johnson left his mates and Owen did likewise; the others soon retired and Owen and Johnson had a battle royal. First one gained and then the other, until it began to look like an all-night affair.

the full length of a six-inch plank. The stunts were so easy or the riders so skilful that most of them tied with 80 points each, necessitating that the awards be made on the basis of time. Only Oscar Hedstrom burst a balloon, and only R. C. Thurwachter of Syracuse, N. Y., knocked over the gate.

The summary follows:

One-mile novice, for motor bicycles not exceeding 4 h. p.—Won by F. P. Baker, New York (1¾ h. p. Indian); Edward Goodwin, Jersey City (3 h. p. Orient), second; Harry Lake, Brooklyn (4 h. p. Orient), third. Time, 1:38.

Team pursuit race (unlimited)—Won by P. H. Johnson (1¾ h. p. Indian); W. H. Owen (1¾ h. p. Indian), second. Distance, 9.2-3 miles; time, 14:41 3-5.

One-third mile skill contest—Won by T. W. Rogers, 80 points, time 35.4-5 seconds; second, R. De Palma, 80 points, 37.3-5 seconds; third, W. H. Owen, 80 points, 40.1-5 seconds; all riding 1¾ h. p. Indians. Mrs. Rogers negotiated the lap in 55.3-5 seconds.

Five-mile handicap—Won by Samuel E. Campbell (1¾ h. p. Warwick); second, G. N. Holden (1¾ h. p. Indian). R. De Palma, riding as F. P. Baker, finished first in 7:10 3-5, but was disqualified for fraud.

Mc LEAN HAS A WINNING

Walthour, Munroe and Butler Succumb to Him at Hartford.

A fifty-mile motor paced race at the Revere Beach track, Revere, Mass., on Labor Day was a well contended affair, participated in by Hugh MacLean, Bobby Walthour, Bennie Munroe and Nat Butler. MacLean was the winner, finishing $3\frac{3}{4}$ laps ahead of Walthour, who led Munroe by a little more than a lap, while Butler was a poor fourth, having experienced trouble with his pace.

At the start MacLean, following Newkirk, was on the pole, and then came Butler, behind Callahan. Munroe, with White up, and Walthour behind Turville, in that order. On the second lap Munroe went up and by Butler. He then started after MacLean, and a fight was on at the very start. For three laps the two fought each other abreast, and the lad from Memphis went to the rear. Walthour passed Butler, and at the mile and a half point MacLean went by Butler, who allowed the other two to do likewise.

In the third mile Walthour forced Munroe, who forced MacLean in turn, and the three burned up lap after lap abreast, gaining a full lap on Butler. Walthour, who had been high up on the bank, slipped past Munroe in the sixth mile and made a strong but ineffectual effort to pass MacLean, the two lapping Butler a second time during the struggle.

Walthour was several miles behind MacLean in the eleventh mile and started again to pass him, with the result of a spirited contest which gave Walthour the lead in the twelfth mile. He lapped Butler in the fifteenth, and gained his first lap on Munroe in the same mile. MacLean also passed Munroe, and both scored another lap on Butler in the twenty-second mile. Walthour gained his second lap on Munroe in this mile, and MacLean also tried to pass, but Munroe fought him off until the twenty-fourth mile.

Butler, who had been having motor troubles right along, got from behind his pace at the thirtieth mile and rode unpaced until the referee called him off the track, about the middle of the thirty-fifth mile. In the mean time Walthour and MacLean had been constantly gaining on Munroe and Butler, and in the thirty-sixth mile MacLean came up alongside of Walthour, but the latter kept him up on the bank and refused to let him pass.

MacLean made another unsuccessful attempt to take the pole in the thirty-eighth mile, and then fell in the rear. In the forty-fifth mile MacLean lost his pace on the turn, and then his motor went to the bad from lack of gasoline. Before he could get going again behind a new one he had lost $4\frac{1}{4}$ laps to both Walthour and Munroe, but still was in second place. When he did get

going he closed up and passed Walthour, as did also Munroe. These two now began to make great inroads into Walthour, whose motor lacked gasoline. In the forty-eighth mile Gussie Lawson came out with a new motor for Walthour, but it refused to work, and Newkirk worked hard to get the old motor tank filled with gasoline, but could not do it in season to be of any value, as both MacLean and Munroe were riding very fast and gained lap after lap on the Southerner. The excitement was intense when MacLean finished a winner by $3\frac{3}{4}$ laps over Walthour. Munroe travelled almost 49% miles and Butler $34\frac{1}{2}$ miles. MacLean's time was 1:16:24 3-5. His best time was 1:27 4-5, in the second and eighth miles. Walthour's best time was 1:28 1-5, in the thirty-seventh mile.

In the amateur events Hollister and Byerman beat Logan, the mile champion, finishing in that order. Hollister won also the ten-mile open amateur. The summary:

Ten-mile open, amateur—Won by C. L. Hollister; Matt Downey, second; A. R. Urquhart, third; P. F. Logan, fourth. Time, 25:19.

Two-mile handicap—Won by C. L. Hollister (15 yards); Adam Byerman (20 yards), second; P. F. Logan (scratch), third. Time, 4:38 4-5.

Fifty miles, motor paced—Won by Hugh MacLean; Bobby Walthour, second; Bennie Munroe, third. Time, 1:16:24 3-5.

French Maryland's Motorcycle Champion.

Bob French won the title of motorcycle champion of Maryland at the automobile and motorcycle races held at Electric Park, Baltimore, on Labor Day. He won a two-mile handicap and a special match race, his competitor in the latter being Robert Atkinson. In an attempt to beat his own mile record he failed to do better than 1:38, as the soft condition of the track at the pole made fast time impossible. Summary:

Two-mile motorcycle handicap—Won by Bob French (Indian), James Wooden (Indian) second, Chic Thomas (Indian) third, Robert Atkinson (Aster) fourth. Time, 4:00 2-5.

Special match race, $1\frac{1}{2}$ miles, Bob French (Indian) vs. Robert Atkinson (Aster)—Won by Bob French. Time, 2:40.

One mile against time—Bob French. Time, 1:38.

Six Days Race at Salt Lake.

A six days' race of one hour each day was started at the Salt Palace track, in Salt Lake City, Utah, on Monday night. Eight of the dozen starters finished the first hour in the following order: J. F. Fisher, Chicago; Hardy Downing, San Jose, Cal.; Saxon Williams, Buffalo, N. Y.; J. F. Staver, Portland, Ore.; N. C. Hopper, Chicago; E. Holway, Buffalo, N. Y.; W. E. Samuelson, Salt Lake City, and O. F. Emery, Salt Lake City. The leader covered twenty-five miles and four laps.

Samuelson was the leading man at the finish of the second hour on Tuesday night, and covered twenty-four miles and two laps. Williams was second, Hopper third and Fisher fourth.

RACING MEN ARE SLOW

Shameful Showing Made by Them in Contributing to the Elkes Fund.

Less procrastination and more promptness in the actual payment of cash contributions is greatly wanted with regard to the Elkes fund.

The movement has the unqualified sympathy and support of every one—verbally. Every one says: "It's a good thing and I'll do my part," but the money is not coming in as it should. Every one is postponing his or her actual contribution.

One of the most amazing things is the light in which the racing men, who all declare respect for the memory of Elkes, are revealing themselves. At the benefit meet given at the Charles River Park track several riders who had promised to be on hand absented themselves. On last Saturday, when all the amateurs and professionals were at the Manhattan Beach track, a contribution box was put up in the training quarters by Manager Jim Richards. In consequence there is a great desire to ascertain the identity of a certain racing man—the biggest hearted, most sentimental, prosperous and generous man among all the amateur and professional riders—the man who has contributed a quarter of a dollar toward the fund for an Elkes memorial. This is the biggest contribution made by any of the men now riding, and the identity of the man who gave it is sought in order that the unusual and magnificent contribution may be properly acknowledged. The quarter was found in the box in the training quarters (Box No. 13), along with a nickel and four coppers—44 cents. This is the total of the contributions from the racing men to date.

McFarland and Lawson knew about the fund, and McFarland was spoken to about it. He said he would do something, but now he and Lawson have started for the antipodes.

In the following list are given the returns from a few of the boxes out. Boxes 7 and 10 were at Manhattan Beach, box 7 on the grand stand and box 10 on the bleachers, on Saturday and Monday. Box 9 was at Vailsburg and was emptied on Sunday. Box 13 is an arbitrary number given to a cigar box put up temporarily for contributions at the training quarters at Manhattan Beach. Contributions to date are:

| | |
|--------------------------|--------|
| A. G. Batchelder..... | \$5.00 |
| John C. Wetmore..... | 5.00 |
| The Bicycling World..... | 10.00 |
| Arthur N. Jervis..... | 5.00 |
| S. W. Merrihew..... | 5.00 |
| R. A. Van Dyke..... | 5.00 |
| C. R. Klosterman..... | 5.00 |
| Samuel Brock..... | 5.00 |
| Dr. F. A. Roy..... | 1.00 |
| "Cash"..... | 2.00 |
| Leontine S. G..... | 1.00 |
| Gertrude S. G..... | 1.00 |
| C. H. F..... | .50 |
| Tiger Wheelmen..... | 5.00 |
| Joe V..... | .50 |
| W. H. Owen..... | 5.00 |
| Box 7..... | 5.16 |
| Box 9..... | 1.45 |
| Box 10..... | .10 |
| Box 13..... | .44 |

Total\$68.15

Contributions may be sent to The Bicycling World, 154 Nassau Street, New York, or to any member of the committee.

CHAMPION SHOWS FORM

He Beats Leander and Moran at Charles River—Hurley Wins Twice.

Albert Champion did some fast riding on the Charles River Park track, Boston, Monday afternoon, winning a twenty-mile motor-paced race, and giving a fine exhibition in two attempts to break his own record of 56 seconds for one mile on his motor. He failed to make a new record, but made the fast time of 57 seconds flat on his first trial and 56 2-5 seconds on the next.

In the twenty-mile race Champion's competitors were George Leander and Jimmy Moran. Champion led off and he was never headed. Leander was second and Moran third at the start. Champion soon got right down to work, and in short order opened up a gap on the other two. Moran lost his pace at the beginning of the second mile, and was slow in catching up, losing several laps. Leander lost his pace at the opening of the fourth mile, but made a beautiful pick-up. Shortly afterward he lost his pace again, and Moran gained a lap back from Leander.

In the third lap of the fifth mile Champion made his first lap on Leander. In the eighth mile Moran tried to pass Leander, but the latter proved too much. For three laps the two battled. Leander had the pole and Leander was up on the bank. Leander finally won the spurt, and shortly afterward Moran lost his pace and went several laps behind.

With Moran and Leander endeavoring to hold their own, Champion was keeping up a good gait, and was gradually increasing his lead. Early in the thirteenth mile Champion got his third lap on Leander, the second man, and in the fourteenth he gained another lap.

In the fourteenth Moran passed Leander, who was apparently doing slow work. Champion made it five laps on Leander in the sixteenth mile, and Moran gained back another lap on Leander in the sixteenth. During the last two miles Champion followed directly behind Leander, and completed his twentieth mile with almost six laps to the good.

A mistake occurred at the finish of the last mile for Leander and Moran, and both men broke away from their pace and had to start again, Leander finishing two laps ahead of Moran. Champion's time was 24:08 1-5, which is within 38 seconds of the record.

There were three amateur events, the first being an amusing one-mile novice race, which was won by J. Gorman in 2:36 2-5. In the finals of the novice race all the riders were spilled except Gorman, and he was an easy winner.

Some clever work was done in the half-mile open, the riding and judgment of Marcus Hurley and M. T. Dove being es-

pecially good. Hurley won the finals in 1:09 3-5, Dove finishing second.

The two-mile handicap race was made a final, twenty men contesting. Hurley was the only scratch man, and he won. C. L. Kimball was second and Dove third.

Following is the summary:

One-mile novice—Won by J. Gorman; B. H. Lohan, second. Time, 2:36 2-5.

Half-mile open—Won by Marcus Hurley; M. T. Dove, second; J. A. McNeil, third; C. L. Kimball, fourth. Time, 1:09 3-5.

Two-mile handicap—Won by Marcus Hurley; C. L. Kimball, second; M. T. Dove, third. Time, 4:31.

Twenty-mile motor-paced race—Won by Albert Champion; George Leander, second; Jimmy Moran, third. Time, 24:08 1-5.



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

Walthour Defeats Lawson.

Bobby Walthour defeated Gus Lawson in a fifteen-mile motor-paced race at the Coliseum in Lowell, Mass., on Thursday night, Sept. 2. It was an interesting contest and Walthour won by sixteen yards. Lawson's close following of the pace gave him an advantage on the turns, as Walthour did not follow as closely there as on the stretches. The Swede did not make a very favorable showing in the early miles, and Walthour had the lead until the seventh, when he was passed, Lawson holding the lead for two miles.

Walthour regained the lead in the ninth mile, and at the beginning of the fifteenth mile he had Lawson almost lapped, but Gus developed a speed which might have won him the race had he shown it earlier, and at the finish he was, as already stated, only sixteen yards behind. His time in this last mile was 1:15, the fastest of the race. Walthour's time for the fifteen miles was 20:28 1-5.

The amateur events consisted of a pursuit race and a mile handicap. The summary:

Pursuit race (unlimited)—Won by McKinnon, Boston.

One-mile handicap (amateur)—Won by O'Brien; Goyette second; Connors third; Mahon fourth.

GOOD RIDING BY CALDWELL

Wins Over Butler, Leander and Munroe at Charles River Night Meet.

Harry Caldwell had an easy task in defeating Nat Butler, George Leander and Bennie Munroe in a one-hour motor paced race on the Charles River Park track, Boston, Monday evening. Leander was substituted for Bobby Walthour, who left Boston for Atlanta on the midnight train.

Caldwell was paced by Ruden, Butler followed Hunter, Munroe had Thompson and Leander was behind Schultz. At the start Caldwell came up from the rear, passing Leander and Munroe, but failing to get by Butler, who made a grand bid for the race through thirteen miles.

After three efforts to wrest the lead from Butler, who was riding fast and keeping his eyes open to everything in sight, Caldwell finally accomplished his object in the fourteenth mile. In the twenty-second mile Butler was off his pace and lost several laps. Munroe also had troubles, his chain breaking.

Munroe broke his chain again in the twenty-ninth mile, and by the resultant delay lost place to Munroe. Caldwell lost his pace fair and square in the thirty-second mile and before he had again got going Butler had regained almost a lap to the good, but he failed to hold it, as Caldwell once under way again commenced to regain what he had lost. In the thirty-ninth mile he passed Butler again. In the fortieth, Butler was again off his pace, and lost one lap more to the field. In the next mile, Caldwell lost his pace, and the field gained. Munroe had no difficulty in passing him, but Caldwell came on again, and won by 2 2-5 miles from Butler.

In the hour Caldwell covered 47 miles, 1,200 yards; Butler, 45 miles, 332 yards; Leander, 43 miles, 1,190 yards; Munroe, 41 miles, 602 yards. Caldwell's best time for a mile was 1:10, which he made in the eighteenth mile, and again in the twenty-second.

There were twenty-five starters in the ten-mile open event for amateurs, won by P. F. Logan. The summary:

Ten-mile open race (amateur)—Won by P. F. Logan; W. J. Potter, second; Matt Downey, third. Time, 25:18.

One hour motor paced race—Won by Harry Caldwell, 47 miles, 1,200 yards; Nat Butler, second, 45 miles, 332 yards; George Leander, third, 43 miles, 1,190 yards; Bennie Munroe, fourth, 41 miles, 602 yards.

The schedule for the fall races in Atlanta, Ga., has been announced by Gus Castle, the State referee, and is as follows:

September 14—Bobby Walthour vs. Bennie Munroe, 15 miles, one race.

September 17—Bobby Walthour vs. Gus Lawson, 20 miles, one race.

September 21—Bobby Walthour vs. Hugh MacLean, 25 miles, one race.

BOTH PRIZES FOR SCHLEE

Newark Boy Gets First Place and Time Trophy in Cycle Path Race.

A rousing race, the seventh annual handicap at twenty-five miles on the Coney Island and cycle paths, on Labor Day, proved to be. Run for the first time by the Century Road Club of America, it was for an initial attempt ably handled. The policing was well done, the prizes all that could be desired, and the official handling not as incompetent as has been known in some other first attempts.

Because it was a good race with a great finish of about thirty in the first bunch, the officials at the finish were swamped and the exact results so far as the place prize winners go will probably never be known.

Charlie Schlee won the first place and first time prize. Of that there is no doubt; nor is there any doubt but what the next five men were placed properly and this covers all the time prizes, but beyond that point the result of the finish is in a fog. The bunch was so big that it was physically impossible to score the men accurately. The scorers began to get tangled after the first half dozen had been picked, and while some scorers got one number others got other numbers and when all scores were put together it was agreed that anywhere from eight to a dozen riders of those who finished in the first bunch were not scored. The big bunch had somewhere between twenty and thirty in it, probably nearer thirty than twenty, for at the second turn there were just thirty-five in the leading bunch. The big group came whizzing up to the finishing tape in such close order that they looked like a flock of birds. They were riding six and eight wide across the road. It took just four seconds from the time Schlee crossed the line until the last of the first bunch got over. After that the scoring and timing was fairly well done.

In view of the circumstances Referee John Barnett ordered that no prizes be distributed and announced that the lists would be kept open for a week for the benefit of any riders who could come forward with good evidence of having been among those in the first bunch and not scored. One or two men were placed after the race because of unquestionable testimony by persons who had seen them finish.

The race was a record breaker so far as entries went, there being 134 enlisted. Of these ninety-two started at exactly 10:30 a. m. A grand stand had been erected by the Park Commissioner and a crowd of several thousand was on hand. Among those who attracted attention was E. R. Thomas, the horseman, who arrived early in a big automobile that he backed in alongside of the grand stand. He remained until after the race and then continued on his way to the race track to see his horse lose to McChesney. Congressman-elect Robert Baker, the honorary referee, was in the grand stand and also several other politicians and office

holders. Many of the oldtimers in cycling were on hand, and not a few arrayed in spick new riding suits.

There was crowding and confusion at the start and the starters were not all properly checked. The scratch men got away ahead of time, according to the starter, but no attention was paid to this trivial matter. The scratch men were well up at the end of the first lap and were riding in the first bunch at the end of the second lap, and then they all slowed up, so that the race was not a record breaker in point of time.

The accidents of serious nature were fewer than usual. O. Westman of Brooklyn wearing No. 13, had a smashup in the first lap and rode back to his dressing quarters as a passenger on the rear of a tandem, while a friend carried his wheel over his shoulders. F. Poole of Perth Amboy was in a spill and sustained a broken collarbone. That was the most serious hurt sustained, and Poole was the only one to have a fracture. Louis A. Disbrow of Richmond Hill, who had unpleasant notoriety in connection with the death of "Dimples" Lawrence at Good Ground, L. I., started in the race, but sprained a tendon of his leg and quit. Charles Mock found the pace too hot for him and quit when he saw that he had no chance for a place in front.

The course was the same as in former years, the start and finish being in front of the grand stand at Caton Place, near the Prospect Park end of the Boulevard, and the turn 4 1-6 miles below, near the Neck Road, where the Park Commissioner had the gutters between cycle paths and driveway bridged with boards. One lap down and up made 8 1-3 miles, and three laps were ridden.

There were thirty-five place prizes and five time prizes. The first thirty-three to finish, as scored, are shown in the following table, but there may be other names to be inserted later. The first five in the list are the time prize winners, unless the referee concludes to dock the scratch men the time they gained by starting too soon.

The C. R. C. of A. committee in charge of the race was as follows: P. A. Dyer, chairman; Charles A. Le Ritter, George Seaward, Oscar Lenz, Henry Velt, Chas. H. Shoenart and C. E. Nylander.

| Rider. | H'cap. | Net time. |
|---------------------------------|--------|-------------|
| | M.S. | H.M.S. |
| 1. Charles Schlee, Newark.. | s'ch | 1:05:34 |
| 2. Oscar Goerke, N. A. C.... | s'ch | 1:05:34 1-5 |
| 3. J. Townsend, N. Y. A. C.... | s'ch | 1:05:34 2-5 |
| 4. H. Lind, K. C. W..... | s'ch | 1:05:45 3-5 |
| 5. O. Dorlon, N. A. C..... | s'ch | 1:05:34 4-5 |
| 6. John Wilkins, Sunset W.. | 3:45 | 1:09:20 |
| 7. H. F. Cranston, 47th Reg. | 2:00 | 1:07:35 1-5 |
| 8. W. B. Ferguson, K. C. W. | 2:00 | 1:07:35 2-5 |
| 9. H. S. R. Smith, Tiger W. | 2:00 | 1:07:35 3-5 |
| 10. C. S. Schnepf, C.R.C. of A. | 6:00 | 1:11:40 |
| 11. Gus Perden, C.R.C. of A. | s'ch | 1:05:46 |
| 12. Jos. Kopsky, C.R.C. of A. | s'ch | 1:05:54 |
| 13. F. Gebhardt, C.R.C. of A. | 3:00 | 1:09:01 |
| 14. J. Leon, Brooklyn..... | 3:30 | 1:09:47 |
| 15. O. C. Ludwig, Brooklyn. | 3:00 | 1:09:18 |
| 16. T. Rosendorf, Brooklyn. | 2:15 | 1:08:33 2-5 |
| 17. C. Kern, Brooklyn..... | 4:30 | 1:10:50 |
| 18. A. Manzo, New York.... | 3:45 | 1:10:09 |
| 19. G. Holzhauer, Prosp. W. | 2:15 | 1:09:01 |
| 20. L. Merino, New York.... | 3:15 | 1:10:09 |
| 21. O. Schwab, C. R. C. of A. | 1:00 | 1:07:53 2-5 |
| 22. A. R. Wilcox, Brooklyn. | 5:30 | 1:12:24 |

| | | |
|----------------------------------|------|-------------|
| 23. C. P. Soule, C.R.C. of A. | 5:00 | 1:11:54 1-5 |
| 24. C. Gunther, New York... | 4:30 | 1:11:25 |
| 25. G. Duester, Brooklyn... | 2:30 | 1:09:25 1-5 |
| 26. M. J. Mamells, Newark... | 3:00 | 1:10:00 |
| 27. A. W. Sinclair, C.R.C. of A. | 4:00 | 1:11:34 |
| 28. J. Cappicilli, Waverly W. | 4:15 | 1:12:15 |
| 29. A. Post, Sunset W..... | 6:00 | 1:14:28 |
| 30. F. Winnington, N. A. C... | 2:30 | 1:12:41 |
| 31. F. Gordon, Jr., Brooklyn. | 5:00 | 1:15:13 |
| 32. J. A. Olsen, Y. M. C. A. | 3:43 | 1:13:59 |
| 33. W. Kefallas, New York... | 4:15 | 1:14:31 |

Crookedness Work at the Beach.

The "motorcycle carnival" at Manhattan Beach closed with probably the most brazen piece of crooked work that ever has been seen on a metropolitan track. Ralph De Palma and F. P. Baker, two Brooklyn riders, were the culprits.

Baker had won the novice race and was entered in the concluding event, the five-mile handicap for amateurs. A man of about his build, having his number—50—on his back, and wearing automobile goggles and mask, appeared at the tape and started. Four men had tragically plunged over the bank, leaving the masked man in the lead, and with but a few laps to go victory seemed certain. Deception had not been suspected, and it was not until next to the last lap that the masked man's disguise was penetrated and that he was recognized as De Palma. He won the race, but when he dismounted at the training quarters an official of the Federation was waiting for him.

It seems that De Palma, who is well known, having ridden a number of motor bicycle exhibitions on the Beach track during the summer, wore not only Baker's number, but also his coat and cap; when the fraud was detected Baker quickly resumed his cap, coat and number, and wished to appear on the track wearing also the mask and goggles, and thus lend color to De Palma's shameless falsehood, but the decent men in the training quarters declined to permit it.

De Palma and Baker were, of course, promptly disqualified, and the first request made by the Federation of the N. C. A. was that both men be ruled off the track for life. The Federation stated that such action would be in the interests of clean sport and would be in the nature of assisting motorcycle racing as the F. A. M. designs to assist it.

17 Year Old Boy Wins Hard Race.

Fred Schleritt, a boy of seventeen years, was winner of the annual 100-mile road race of the Chicago Century Road Club on Labor Day. He had a handicap of two hours and fifteen minutes, and covered the course in six hours and six minutes. H. Hultgreen won the time prize, starting at scratch and finishing in 5 hours 21 minutes 15 seconds.

There were forty-one starters, of whom an even score fell by the wayside. The twenty-one survivors were F. Schleritt, E. Miller, Fred Clay, D. Cameron, H. Schmidt, A. Gruel, O. Koeppe, C. Koenig, H. Hultgreen, C. Blankingham, J. Schermer, G. J. Raynor, L. Jensen, K. A. Linde, W. A. Feltes, Ed. Morris, Otto Jacoby, Emil Blum, W. E. Baum, M. F. Rieske and A. Clausen.

One of the features of the race was the close finish between Blum and Jacoby, who sprinted at the finish in a race for second time prize. Jacoby won by half a second. Both were scratch men.

BILLINGTON A CHAMPION

Teddy Wins the Twenty-Five Mile Amateur Race at the Hillside Track.

It was amateur day on Monday, and Teddy Billington, the "Pride of Vailsburgh," and one of the best amateur cyclists in the country, won the twenty-five mile amateur championship of America. He won on his merits, after a most sensational sprint which beat out E. C. Collett, of New Haven, and Charles Schlee, of Newark. The long grind, which was for the greater part of the distance an uninteresting struggle, was also marked by a number of incidents which served to keep the interest of the spectators on edge.

Before the race the "wise" were figuring on Glasson, the "Handicap King," as a winner, but the latter punctured his tire in the second mile and was forced to quit. The race was then thought to be between Collett and Schlee, while Billington was figured on as having a chance. At the start of the race the riders only reached the far turn when Ernst, of Rochester, fell. He immediately mounted again, and, after passing the four-mile mark, caught up with the bunch. After Glasson fell in the second mile the next happening was a breakdown to Zanes's wheel. The latter got another bicycle, but after trying to catch the bunch for a mile he also quit. On the fourteenth lap something happened to Fogler's wheel, and he had to drop out. Between the twentieth and forty-fifth laps Dorlan, the Manhattan Beach rider, rode three wheels, and when the last one went wrong he dropped out. Chapley, the Little Falls boy, dropped out in the twenty-third mile, and this closed the chapter of incidents until the last mile was reached.

Here Gus Coirine, of Paterson, tried a steal on the bunch that came pretty close to proving fatal to the other riders' chances, as he was not caught until on the last lap. On the last lap the bunch were even up with Coirine opposite the grand stand, and then the final sprint started. Billington went to the fore, with Collett on his wheel and Schlee third.

In the other open amateur race—the one-third mile—Billington also carried away first prize, beating out Joseph Fogler, of New York, by nearly a wheel's length. The latter was the same distance ahead of Ernst, of Rochester, who finished a foot in the lead of Glasson. The real sprint for the finish in this event took place in the stretch, when the riders were all bunched, but Billington showed a little too much speed for the other competitors.

The scratch men in the one-mile handicap for amateurs were unable to "get up," and Charles Franks, who had a handicap of 120 yards, won easily.

Robert B. Trivett, of the Newark division, took first place in the five-mile open,

in which only the members of the St. George Wheelmen were to compete. He had little trouble in winning, lapping the bunch.

Summary:

One-third mile (novice)—Won by E. Boyd, Newark; C. J. Hayes, New York, second; J. Hadfield, Newark, third. Time, 0:59 4-5.

One-third mile amateur (open)—Won by "Teddy" Billington, Vailsburg; Joseph Fogler, New York, second; Frederick Ernst, Rochester, third; George Glasson, Newark, fourth. Time, 0:43 4-5.

One-mile amateur —Won by Charles Franks, Newark (120 yards); A. C. Shain, Bloomfield (100 yards), second; G. C. Cameron, New York (80 yards), third; Daniel Mackay, Newark (100 yards), fourth. Time, 2:06.

Five mile (open to members St. George Wheelmen)—Won by Robert B. Trivett, Newark; James Berkeley, Newark, second; W. A. Wheeler, New York, third. Time, 15:07.

Twenty-five mile amateur —Won by "Teddy" Billington, Vailsburg; E. C. Collett, New Haven, second; Charles Schlee, Newark, third. Time, 1:07:25. First lap prize won by Charles Franks, Newark; second lap prize won by J. Morton, Newark.

Root Wins a Fine Race.

The Hillside track at Belleville had two gala days on Sunday and Monday, with a half-mile professional championship on Sunday and the twenty-five mile amateur championship on Labor Day. How the championship of Sunday was ridden is told in another place, with the story of the last three days of the circuit.

Root won the professional handicap by a piece of splendid riding. Lawson got into a bad position in the bunch in this race and could not get out in time to go upon the outside. John Bowler made his first appearance on the track since he broke his collarbone there five weeks ago, and won four of the lap prizes in the handicap.

Summary:

Two-thirds mile novice—Won by P. Bichette, New York; H. S. R. Smith, New York, second; F. H. Mack, Newark, third. Time, 1:30.

Half-mile open (amateur)—Won by Teddy Billington, Vailsburg; Fred. Ernst, Rochester, second; Oscar Goerke, N. A. C., third; James Zanes, Newark, fourth. Time, 1:01 1-5.

Half-mile National Circuit Championship—Won by Frank L. Kramer, East Orange; Iver Lawson, Salt Lake City, second; W. S. Fenn, Waterbury, Conn., third; F. A. McFarland, San Jose, Cal., fourth. Time, 1 min.

Five-mile handicap (professional)—Won by E. T. Root, Boston (50 yards); Floy Krebs, Newark (100 yards), second; Iver Lawson, Salt Lake City (scratch), fourth; John Bedell, Lynbrook (50 yards), fifth. Time, 11:33. Lap prize winners: Bowler, 4; King, 3; Guery, 2; Dolbear, 2; Bardgett, 2; Collett, 1.

One-mile handicap (amateur)—Won by Charles Frank, Newark (120 yards); David McKay, Newark (100 yards), second; A. C. Spain, Bloomfield (100 yards), third; Robert Acker, Manhattan Beach (160 yards), fourth. Time, 2:09 2-5.

RINGS ROUND GUS LAWSON

An Unlucky Thirteenth Mile Places the Swede at the Mercy of De Guichard.

Gus Lawson found the thirteenth mile an unlucky one in the 20-mile motor paced race at Providence on Labor Day. A flattened tire forced him to change mounts, and what promised to be a close race with Basil de Guichard was virtually a walkover in the last five or six miles, Lawson riding unpaced, while the Frenchman made rings round him, and taking things easy at that.

George Leander was to have been in the race, but failed to put in an appearance at the Colosseum. When the race was called De Guichard started behind Hoffman, and Lawson was taken in tow by Derosier. The latter's machine was barking occasionally, but appeared to be speeding well, and the riders were sent from a flying start at the tape, De Guichard having the pole and but half a length ahead. Lawson speeded up and trailed well for a moment, but his machine acted badly and he was plainly afraid to follow close. De Guichard pulled away steadily and passed on the first mile. In the second mile Lawson dropped back altogether and as the motor was slowing up the race was stopped temporarily for repairs.

The outfit came out again after the five-mile open was run and was sent away with another good start. Lawson closed up and passed on the first lap and it looked like a fine race. Each rider was being given excellent pace and the machines were working well. Lawson pulled away to fifty yards at the end of the third lap, when De Guichard loosened, and after two laps of an exciting try for a pass he went by on the back stretch.

Lawson hung on doggedly about thirty-five yards back and in the sixth mile made a spectacular pass on the back stretch and commenced to forge ahead. De Guichard then took the trail and round after round tried to regain the lead, but each effort was stalled off by Lawson, who responded promptly to Derosier's call for more speed and was riding with confidence. In the seventh mile De Guichard succeeded in regaining the lead, and it was Lawson's turn to keep up the dogged pursuit.

In the tenth mile Lawson was going slower and dropped back to about one hundred yards, but crawled up again and rode several laps about thirty-five yards behind. In the thirteenth mile he suddenly fell away from his pacing machine. It was quickly seen that his own wheel was wrong and he jumped to his spare machine. The puncture of the front tire put a sudden end to what promised to be a close contest.

De Guichard had nearly three laps to the good when Lawson was fairly under way again, but the latter made a fine burst and

reduced the lead to two laps in a few moments. While this indication of more excitement was in evidence, Lawson's motor commenced to wheeze and snort, and shortly refused to behave at all, much to the disgust of the engineer, the pace follower and the spectators. Lawson continued to plug along unpaced, while efforts were made to get the motor good natured. But he was continually being circled by De Guichard, the little Frenchman taking matters easy and never threatening the record marks. Derosier's motor refused to work any more and Lawson finished the distance unpaced, being beaten by 14 laps. De Guichard's time was 30:20 2-5.

Hoffman rode an exhibition mile on his motorcycle, doing the distance in 1:11 2-5. Marcus Hurley made a fine finish in the final heat of the one mile handicap. The summary:

Half mile open, for Rhode Island riders only—Won by F. Keighley, Providence; Tom Norton, Providence, second; Tom Farren, Providence, third. Time, 1:08 3-5.

One-mile handicap—Won by Marcus Hurley, New York (scratch); F. L. Partridge, Medfield, Mass. (100 yards) second; A. Fontaine, Woonsocket, R. I. (160 yards), third; F. Keighley, Providence (50 yards) fourth. Time, 2:03 3-5.

Five-mile open—Won by Marcus Hurley; Adam Byerman, second; C. L. Hollister, third. Time, 12:58 4-5.

Twenty-mile motor paced—Won by Basil de Guichard; Gus Lawson finished unpaced.

Race Meet on Saratoga Street.

Bicycle races were a feature of the Labor Day celebration at Saratoga, N. Y., and there was a great gathering of spectators along that part of Union avenue which served as a course. There were four events. A motorcycle exhibition had been announced, but was not given. Following is the summary:

Two-mile novice race—Won by Fred Ellsworth; Ed Steinacher, second; Patrick Rear-don, third. Time, 6:39.

Fifteen-mile handicap—Won by Arthur Peper (scratch); J. Hays (30 seconds), second; Lyman Ellsworth (2 minutes), third; C. L. Weatherwax (1 minute), fourth; Ed Steinacher (1 minute 30 seconds), fifth. Time, 49:45.

Seven-mile handicap—Won by Roy Lowe (1 minute 30 seconds); Arthur Peper (scratch), second; George Hawley (1 minute 30 seconds), third; C. L. Weatherwax (30 seconds), fourth. Time, 25:29 3-5.

One-mile scratch race, for local men only—Won by George T. Ellsworth; C. L. Weatherwax, second; George H. Ellsworth, third. Time, 4:03 4-5.

The officials of the meet were as follows: Judges, W. A. Elkes and W. F. Meigher; timer, J. Mallery; assistants, J. Stafford, O. A. Mosher and M. McTygue; starter, W. G. Lansing; clerk of course, George H. Ellsworth; assistants, John S. Bauman and Frank Buhler.

Caldwell Continues to Triumph.

George Leander and Henry Caldwell contended in a fifteen-mile motor-paced race at the Lowell Coliseum on Sept. 4, but owing to confusion caused by both men leaving their pace in the fourteenth mile the race, which was extremely close, was declared off. Caldwell led in every mile to the fifteenth.

On the first lap of the fifteenth mile Leander dropped his pace in front of the judges' stand, his reason for doing this being because he had ripped seven or eight spokes out of his front wheel on the eleventh mile and the noise of the broken spokes rattling against the fork sides of his wheel, and the fact that if any more went out his wheel might collapse and he might be killed; he dropped his pace and shouted for another wheel. In the meantime Caldwell passed Leander, but on the third lap of this mile Caldwell lost his pace and pandemonium reigned, the people in the grand stand shouting like fiends, each of the riders having his admirers. The majority of the people were with Leander owing to the fact that he had been a little behind Caldwell when both men left their pace, and while both Caldwell and Leander regained their pace just before the pistol was fired for the end of the fifteen miles the judges were unable to decide which man won. The time for the fifteen miles was 20 minutes 55 seconds.

The amateur events were contested with much spirit. The summary:

One-mile handicap (amateur)—Won by O'Brien (60 yards); Goyette (75 yards), second; Connors (90 yards), third; Hollister (scratch), fourth. Time, 2:01.

Five-mile open (lap race)—Won by Hollister; McKinnon, second; Stoughton, third; Potter, fourth. Winners by miles—First, Urquhart; second, Downey; third, Goyette; fourth, Downey (Goyette disqualified); fifth, Hollister.

At a Labor Union's Picnic.

Among the events of the Labor Day picnic of the Central Labor Union held at the Trenton (N. J.) Driving Park, were a half-mile open bicycle race, a two-mile handicap bicycle race, a five-mile motorcycle race and a five-mile motor-paced race. The summary follows:

Half-mile open—Won by J. A. Scott, Newark; W. J. Cullen, Newark, second; C. E. Ayers, Newark, third. Time, 1:10.

Two-mile handicap—Won by Robert Brady, Jr., Atlantic City (180 yards); A. More, Vineland (120 yards), second; Howard Young, Atlantic City (120 yards), third. Time, 4:38.

Five-mile motorcycle race—Won by C. G. Embleton (Indian), Westfield; F. G. Sharp, Trenton, second; J. P. Toman, Trenton, third. Time, 7:49.

Five-mile motor-paced race—Won by Charles Moffett, defeating James Brennan. Time, 9:35.

Charles Spencer of Springfield, Mass., won the motorcycle event at the Labor Day celebration in Westfield, N. J. It was a two-mile race. Spencer's mount was an Indian.

Moran and Keegan at Lowell.

A fifteen-mile motor-paced race was the feature of Labor Day evening at the Coliseum in Lowell, Mass., the contestants being Jimmy Moran of Chelsea and Pat Keegan of Lowell. The Chelsea man was much too fast for his rival, who got the best of a flying start, but was speedily overtaken and passed. Moran led from the first mile to the finish, winning in 23 minutes 12 seconds.

The other event was a one-mile handicap for amateurs, won by Fred Goyette. Eight riders started in the final. The summary:

One-mile handicap (amateur)—Won by Fred Goyette; Charles Connors, second; Frank Diette, third.

Fifteen-mile motor-paced race—Won by Jimmy Moran, Chelsea. Time, 23:12.

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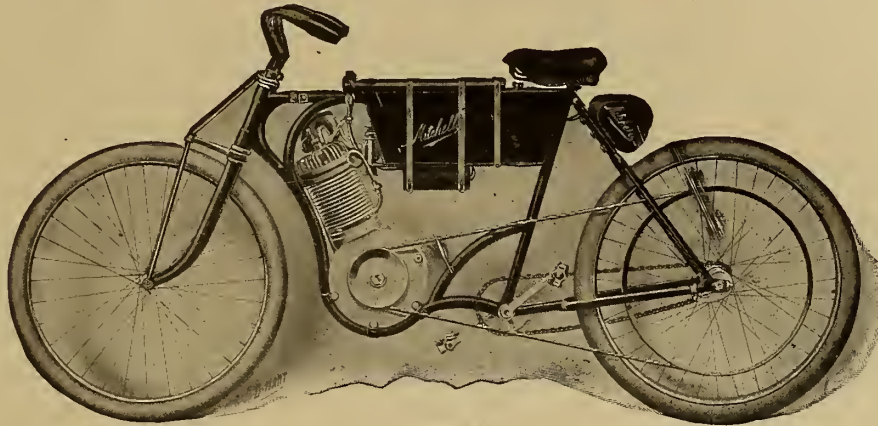
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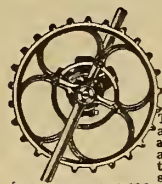
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The Week's Patents.

737,603. Crank Arm Connection. Jacob S. Fritz, Zanesville, Ohio. Filed February 16, 1903. Serial No. 143,576. (No model.)

Claim—1. The combination of a shaft provided with an external elongated longitudinal flat portion, a crank arm having an eye extending entirely through the arm and embracing that part of the shaft which has the flat portion and is adjustable longitudinally thereon to points inwardly beyond the extremity of the shaft, and a cotterpin carried by the crank arm engaging the flat portion of the shaft to interlock the crank arm thereon at any point.

737,648. Bicycle Saddle. Edwin C. Moury, Degraff, Ohio. Filed July 5, 1901. Serial No. 67,245. (No model.)

Claim—In a bicycle saddle the two parts or seats, the flexible frames pivoted at each side, the curved springs, the pivots, and a supporting bar, as and for the purpose set forth.

737,702. Tire. Edwin B. Cadwell, New York, N. Y. Filed March 14, 1902. Serial No. 98,162. (No model.)

Claim—1. In a tire, the combination of a tire comprising a base portion of low compressibility and a tread portion of high compressibility, a plurality of flat sustaining bridges transversely embedded in, and having legs projecting downwardly into said base portion, and upwardly turned ends projecting into said tread portion, and retaining means resting on and sustained by said sustaining bridges, substantially as described.

737,725. Bicycle Mud Guard. Herman Fesenfeld, Hoquiam, Wash. Filed January 2, 1903. Serial No. 137,504. (No model.)

Claim—1. A bicycle mud guard comprising a single length of wire bent to embrace the periphery of the wheel and form parallel sustaining arms, said arms each having a loop formed at its inner end by bending the wire back upon itself and attaching its terminal end to the body of the arm, a clip mounted in said loop and adapted to be seated over and secured to the axle bolt, braces connected one to each arm and provided at their free ends with clamps adapted to engage the bicycle frame, and a flexible member carried by the outer end of the guard and adapted to bear upon and scrape the tire.

737,746. Changeable Speed Gear. Linford E. Krotz, Victor, Col., assignor of two-thirds to Gorham T. Seabury and Frederick W. Roedel, Cheyenne, Wyo. Filed December 8, 1902. Serial No. 134,395. (No model.)

Claim—1. In a changeable speed gear, the combination with a fixed hub or member, of a crank journaled therein, a loosely mounted central or sun pinion, a drive wheel having an internal gear, a planetary pinion operatively connected with the crank to be driven thereby and in mesh with the sun pinion and internal gear, and a lever operated clutch mounted on the hub and operable to engage and hold the sun pinion, whereby the planetary pinion will revolve around the same and drive the sprocket at high speed.

737,816. Elastic Tire for Vehicles. Wilhelm Balassa, Vienna, Austria-Hungary. Filed December 19, 1902. Serial No. 135,895. (No model.)

Claim—1. In a sectional elastic tire, the combination of semicircular sections provided with flattened ends adapted to abut one against the other, lugs on said sections, faces on said sections adapted to engage the wheel rim, said faces being of greater degree of curve than the circumference of the rim, and bolts adapted to secure said sections to the rim.

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, September 19, 1903.

No. 25

FULTON LEAVES ECLIPSE

Tenders his Resignation as President and it is Accepted the Same Day.

H. H. Fulton, the head of the Eclipse Machine Co., Elmira, N. Y., has stepped down and out of the company. On Monday of this week he tendered his resignation as president and director, and at a special meeting of the board of directors held that afternoon it was accepted.

As the annual meeting of the company for the election of officers is to be held in October, no one was elected by the board to fill the office of president for the unexpired term, leaving the officers of the company as follows: D. L. Whittier, vice-president and treasurer, and Ralph D. Webster, secretary.

Mr. Fulton has been so inseparably bound up with the Eclipse interests, which mean the Morrow coaster brake, that his apparently sudden action in severing himself from them is likely to prove a trade sensation. The cause or causes of the resignation are shrouded in mystery, the Elmira sources being dumb on that point.

Mr. Fulton was in New York only last week seeking to further the coaster brake combination, in which he was the leading spirit, and at that time gave no intimation that he intended to retire. The fact that his resignation was tendered on Monday and accepted at a special meeting on the same day indicates that it was not premeditated.

Tire Increase Begins.

The increase in the price of tires, foreshadowed in last week's Bicycling World, has begun. Morgan & Wright have announced an advance of 10 per cent; and there will be others.

A tire man in discussing the situation said that, while the jump of crude rubber from 68.80 cents a pound to \$1.05 during the year was forcing the tire market upward, the cost of fabric also was of influence. Fabric, he stated, has nearly doubled in price during the twelvemonth.

German Show at Leipsic.

Germany's annual bicycle show—the sixth—is scheduled to occur in Leipsic from October 15 to 21. In addition to bicycles, it will also be open to automobiles, sewing machines, typewriters, cash registers, etc.

Rudge-Whitworth on Prices.

A rumor has been current in British trade circles to the effect that the Rudge-Whitworth Co. was planning to make another big price reduction next year. It was even said that 7 guineas was to be the price of the 1904 machine. In order to put the matter to the test, C. Vernon Pugh, the manager of the big company, was interviewed.

"I am of opinion that no maker of repute could seriously entertain the idea of marketing a machine to sell to the public at 7 guineas, while maintaining the quality, finish and equipment that the public expect in even the cheapest machines turned out by the leading cycle manufacturers," he is quoted as saying in reply. Asked further whether this meant that his company did not intend to reduce their standard price below 10 guineas, he added: "I see no reason for doing so, but, of course, we must be guided always by the state of the market and the nature and extent of the competition to be faced."

To Sell Lyndhurst Assets.

H. Linsly Johnson, who was appointed receiver for McKee & Harrington, has given notice that sealed bids for the property of the late firm will be received until September 26. Among other things, the stock contains "a number of Lyndhurst bicycles, new and second hand," and a "large quantity of frames, parts, pedals, wrenches, grips, tire tape and sundries." If no bid equals three-fourths of the value of the property it will be disposed of at public auction on the 29th inst.

Small Failure in Northampton.

George W. Williams, in the repairing trade in Northampton, Mass., was a petitioner in bankruptcy last week. His liabilities are upward of \$494, and his assets about \$300. The claims are all unsecured and there are some thirty creditors, the principal ones being the American Cycle Mfg. Co., \$84; Morgan & Ball, Springfield, \$102, and the Wilson Co., New York, \$56.

Weston's Heavy Loss.

Frank F. Weston, of the Barwest Coaster Brake Co., is again on duty at his New York office after a two months' seige of rheumatism, which required an extended stay at Hot Springs. As a result Weston is now in the middle-weight class; he left nearly fifty pounds behind him at the Springs.

BLAKE ADMITS BANKRUPTCY

Boston Jobbers Confesses Inability to Meet Small Debts and Creditors Act Promptly.

After admitting its inability to meet its obligations and expressing willingness to be thrown into bankruptcy, the E. P. Blake Co., Boston, were petitioned into involuntary bankruptcy on the 11th inst. The petitioning creditors and the amounts of their claims are: Fisk Rubber Co., \$85.27; J. Stevens Arms & Tool Co., \$517.44, and Fred. E. Tucker, \$135.

At the same time Mr. Tucker also asked for the appointment of a receiver, but the court records do not disclose the appointment of one.

No statement of assets or liabilities have been filed, and no figures will be obtainable until the writ is returned on Monday next.

The Blake Co. had cut a considerable figure in the New England jobbing trade for a number of years, and was supposed to be doing a good business; it was only during recent weeks that it failed to meet its obligations. In addition to bicycles and cycle supplies, the concern handled safes and desks.

Willis Becomes a Corporation.

E. J. Willis, the well-known New York jobber, has incorporated his business as the Ernest J. Willis Co., with stated capital of \$75,000 and these incorporators: Ernest J. Willis, Caroline M. Willis and William W. Mevers.

The charter is a wide-open one, granting authority to the Willis Co. to do almost anything.

The incorporation was influenced by a contemplated enlargement of his business, about which Willis is not yet ready to speak, but which is known to be of an unusually interesting nature.

The new company takes over only the wholesale business at 8 Park Place, and does not include the retail store at 23 Park Row, which will be continued as the Willis Park Row Cycle Co., a partnership between Willis and the manager, Charles Richards.

Pedals Also Advance.

The price of cycle material and equipment continues to advance. This week a slight increase in the price of pedals went into effect.

HOW TO MAINTAIN PRICES

Recent Court Decision That Places Patentees in an All-Powerful Position.

The problem of how to fix and regulate prices without transgressing the laws with regard to "restraint of trade," which is of interest to the bicycle trade as well as to others, finds a ready answer in a case recently disposed of by the Court of Appeals. From this it will appear that prices can be fixed absolutely and maintained if only there is somewhere a patent on the goods and the technicalities of the law are complied with by making the selling price a part of the license condition. Then the courts uphold the price fixed, and no one may violate the rule as to the selling price without transgressing the patent law. This is clearly set forth in the following portions of the decision in the case where *The Fair*, of Chicago, cut the price on Victor talking machines:

Victor Talking Machine Co., et al, vs. The Fair. (Circuit Court of Appeals, Seventh Circuit. April 14, 1903):

"Patents, Infringement, Right to Attach Conditions to License.—The owner of a patent who manufactures and sells the patented article may reserve to himself, as an ungranted part of his monopoly, the right to fix and control the prices at which jobbers or dealers buying from him may sell to the public, and a dealer who buys from a jobber, with knowledge of such reservation, and resells in violation of it, is an infringer of the patent.

"Appeal from the Circuit Court of the United States for the Northern Division of the Northern District of Illinois.

"Appellants' bill alleges that they own all legal and equitable rights under letters patent No. 534,543, issued February 19, 1895, on the application of Emile Berlinger, and that appellee without license sold, and after notice to desist threatens to continue to sell, devices that embody the invention described and claimed in the patent. After other averments usual in the ordinary bill for infringement appears a prayer for decree for a preliminary and a perpetual injunction and an accounting of profits and damages. In the body of the bill, however, it is disclosed that appellants made the gramophones in question; affixed to each a notice in these words: "Notice—This machine, which is registered on our books No. —, is licensed by us for sale and use only when sold to the public at a price not less than \$—. No license is granted to use this machine when sold at a less price. Any sale or use of this machine when sold in violation of this condition will be considered as an infringement of our United States patents under which this machine and records used in connection therewith are constructed, and all parties so selling or using this machine contrary to the terms of this license will be treated as in-

fringers of said patents, and will render themselves liable to suit and damage. This license is good only so long as this label and the above noted registered number remain upon the machine, and erasures or removal of this label will be construed as a violation of the license. A purchase is an acceptance of these conditions. All rights revert to the undersigned in the event of any violation. Victor Talking Machine Co."; filled in the blanks on each notice with the appropriate number and the price, \$25, and sold them to a jobber subject to all the restrictions set forth in the notice, which restrictions the jobber accepted and agreed to at the time of the purchase. It is also averred that appellee, proprietor of a department store in Chicago, having at the time full knowledge of the restrictions under which the jobber took the machines, purchased and acquired possession of them, with the labels conspicuously attached thereto, from the jobber; advertised them for sale at \$18 each, and sold some and insisted upon its right to sell the others at the cut price.

"Appellee demurred, and for causes assigned that the bill showed (1) that appellee had the right to sell the machines at any price it chose, and (2) that appellants' cause of action, if any, arose through the violation of a contract, and not through the infringement of a patent. The court sustained the demurrer, and upon appellants' refusal to plead further the decree was rendered from which this appeal is taken.

"Without applying to the Patent Office, one may make and use and sell the device that embodies his invention. That is his natural right. All that the government can and does grant him is the right to exclude others from practicing his invention without his consent. Within his domain the patentee is czar. The people must take the invention on the terms he dictates or let it alone for seventeen years. This is a necessity from the nature of the grant. Cries of restraint of trade and impairment of the freedom of sales are unavailing, because for the promotion of the useful arts the Constitution and statutes authorize this very monopoly.

"By its terms the grant covers three separate or separable fields. The patentee may agree with one that he will not exclude him from making, with another from using, and yet another from selling devices that exemplify the principles of his invention. Within the field of making it has never been doubted, so far as we are aware, that he may subdivide as he pleases and offer to sell or lease in the most fanciful parcels on the harshest terms; that whether purchasers and tenants come or not is purely his own concern; and that, if purchasers or tenants do come, the courts will enforce the terms of the sale or lease. And how could it be otherwise? Owning the whole, he owns every part. The field being his property, and there being no law for seizing it and adjudging his damages, he cannot be compelled to part with his own except on inducements to his liking. The same condi-

tions must prevail within the field of use, for how can it be distinguished? And the Circuit Court of Appeals for the Sixth Circuit, in a case we thoroughly approve (*Heaton-Peninsular Button Fastener Co. vs. Eureka Specialty Co.*, 77 Fed. 288, 25 C. C. A. 267, 35 L. R. A. 728), has ruled that a patentee may farm out such a part of the field of use as he pleases and retain the balance, and that whoever without permission enters the reserved portion is an infringer. This case has been followed and approved by the Circuit Court of Appeals for the Second Circuit in *Cortelyou vs. Lowe*, 111 Fed. 1,005, 49 C. C. A. 671. The field of sale is as much within the monopoly as the others, and so it has been decided. *Bement vs. National Harrow Co.*, 186 U. S. 70, 22 Sup. Ct. 747, 46 L. Ed. 1,058. And in *Edison Phonograph Co. vs. Kaufmann* (C. C.) 105 Fed. 960, and *Same vs. Pike* (C. C.) 116 Fed. 863, the holdings were that a patentee may reserve to himself as an ungranted part of his monopoly of sale the right to fix and control the prices at which jobbers and dealers may sell the patented article to the public, and that whoever without permission enters the reserved portion as an infringer.

"In the present case, the vice of counsel's argument lies in the assumption that the jobber, by paying his money to appellants, acquired such an unrestricted title to the machines in question that appellee could take them and fix its own prices in offering them for sale to the public. The bill very clearly shows that appellants said to the jobber: "We are unwilling to part with the whole of our monopoly. There are no terms on which we will give you an unrestricted right to deal in our machines. However, if you choose to pay our price for a limited right we will place our machines in your hands to be sold by you or by dealers under you to the public at not less than \$25 each"—and that the jobber explicitly accepted this offer. It is axiomatic in all departments of law that unless the quality of innocence intervenes the title of the purchaser is no better than his seller's. The bill directly charges appellee, a dealer, with prior knowledge of the terms on which the jobber came into possession of the machines. Whether or not appellee covenanted to be bound by the terms is not alleged, and whether or not an implied promise arose from appellee's purchase is immaterial in this case, for the suit is not upon a promise to keep out of the reserved portion of monopoly, but is for the trespass in entering without permission.

"It is perhaps needless to observe that what the rights of the public who purchase at \$25 may be with respect to reselling is a question not involved.

"The decree is reversed, with the direction to overrule the demurrer to the bill."

English Dunlops to be Reduced.

In English trade circles it is reported that there will be a substantial reduction in the price of Dunlop tires next year. The fact that the Dunlop patents have less than a year to run lends probability to the report.

PROGRAMME FOR ST. LOUIS

Long List of Cycling Championships to Be Run During the Big Fair.

Cycling will be a prominent feature of the Olympic series at the Louisiana Purchase Exposition in St. Louis, Mo., next year. Negotiations were closed on September 11 whereby the sanction of the National Cycling Association has been secured for a week of racing, to begin on August 1. Following are the events:

National championship of America, quarter-mile, one-third-mile, one-half-mile, one-mile, two-mile, five-mile, middle distance championship, twenty-five-mile, unpaced; middle distance championship, twenty-five miles, paced; motor bicycle championship, ten miles; half-mile handicap, one-mile handicap; five-mile handicap, one-mile novice race. Gold, silver and bronze medals will be given in the world's national championship race, gold, silver and bronze medals in the paced championship race, and gold, silver and bronze medals in the unpaced championships. In the handicap races, gold, silver and bronze medals will be given to those finishing second and third.

The following professional events will be given so as to draw to St. Louis the greatest riders in the world: World's Fair championship, one mile, purse \$200; World's Fair middle distance championship, one hour, purse \$500; twenty-five-mile national championship, purse \$200; Grand Circuit championship, one-half mile, purse \$150; Louisiana Purchase handicap, two miles, purse \$150; one-mile handicap, purse \$100; one-half-mile handicap, purse \$100; motor bicycle championship of America, purse \$100. The races will be under the rules of the National Cycling Association.

The programme of amateur and professional events will be run off during the week at the best possible advantage, the number of entries being taken into consideration in scheduling the events on various days. Ample notice will be given to the riders as to the arrangement of the programme. An entrance fee of 50 cents per man will be charged for each event.

These races will attract to this country a number of foreign riders of reputation, several of whom have already signified their intention of coming over. The occasion will therefore be marked, in all probability, by the first appearance of any significant number of foreign riders on this side of the Atlantic since 1899, when the world's championships were held in Montreal.

An English justice has decided that it is illegal to leave hedge cuttings on the road. The decision was based on a new bylaw made by the Cheshire Council, and the offending hedge cutter was fined \$1.25 for the offence.

Did Turpentine Help Murphy?

"We stumbled across an odd thing the other day, and now we are trying to figure out just what it means." The speaker was George W. Sherman, the well known Indian motor bicycle "inducer."

"In ordering our gasoline for the four-hour race at Manhattan Beach last Saturday," he went on, "we stipulated that it should be delivered at the track in sealed cans. The object was, of course, to get a spirit of the proper gravity. One of the cans, however, was unsealed, and had previously contained turpentine. There was nothing to do but to use it, and that particular gasoline was put in the tank of 'Billy' Murphy's machine. Now, you know a drop of turpentine will penetrate any liquid with which it is mixed, and my belief is that what remained in the can went right through the gasoline. At any rate, something affected it; for Murphy went through the four hours without taking on any more gasoline—he had an extra sized tank—and there was a lot left in his tank. We measured this and found there were three quarts; and as the tank held two gallons the consumption was just five quarts.

"Now, Rogers's tank held only four quarts and it had to be refilled at the end of ninety miles, while Murphy covered 138 miles on five quarts. Where did he get that extra power? To my mind, the turpentine had something to do with it. Turpentine is a spirit, distilled from tar, and it may be that a little of it mixed with gasoline will give a more powerful gas than gasoline alone. It is worth trying, anyhow.

"It is a little odd, too, that this Murphy machine was used by Owen in the pint consumption test, and won it. To be sure, the gasoline had been emptied, but there may have been some of the turpentine in it."

Schwalbach's Collection of Spanners.

"Spanners? Did you say spanners? I'll wager that I have the most extensive collection in the country." The speaker was Alex. Schwalbach, the veteran Brooklyn dealer.

"In the many years I have been in the business my stock of spanners has been growing, until it now numbers 2,000. Oh, you needn't laugh, I mean just what I say—2,000. That is a lot of spanners, I know, but if you will come over to the store at any time I will show them to you.

"What do I do with them all? Use them, of course. Not all at once, but from time to time. A machine will come in every now and then that has an unusual cup or cone or head bearing, one that is difficult to get a wrench on or a spanner to fit. When this happens we go through the stock, and before long we come across just what we want. I tell you, it is a great collection, and I prize it greatly."

Continuons advertising carries with it the idea of reliability, since no dishonest advertiser can successfully continue in business, says Printer's Ink.

FIRST OF 1904 MODELS

Make Their Appearance in Reading—Some New Features They Incorporate.

The first of the 1904 models to make their appearance are those of the Reading Standard Cycle Mfg. Company, of Reading, Pa. A fine lot they are, too, embracing about everything that the average dealer is likely to handle. The line is headed by a superb racer at \$50, road racer at \$40 and a regular roadster at \$30, besides a few wheels that are likely to provide "ammunition" for the dealer who must have such goods to meet competition. Not a single detail has escaped the vigilant eye of the designer, and the complete models show a wealth of refinement in detail that is likely to considerably enhance the already good reputation of the sturdy Reading Standard models. One of the departures made is the seat-post binder, which, instead of being of the internal expanded type, has been changed, the seat mask being slotted and the adjustment accomplished by means of bolt and nut. Three-eighth-inch chains, a new fork crown, a combination of inch and inch and one-eighth tubing and small hubs combine to give the machines an unusually attractive appearance.

The Reading Standard motor bicycle, also, is well in hand, and President Remppis states that it will not be made merely a "filler-in" of the Reading line, but will be pushed for all it is worth.

To Extend Trade in Japan.

"Every effort should be made to establish direct trade relations with the bazaar dealers, and, if necessary, a certain amount of risk must be taken," says a correspondent who has been some time in Japan. "To insist upon payment before goods are shipped stands in the way of an increase of trade in the Orient. I do not advise giving credit, as the Germans are doing, but I found no difficulty in getting reliable native firms to pay cash against documents at the other end so long as they do not have to pay commissions to the local houses. Another great help is to give the natives c. i. f. quotations, since they do not want the trouble of calculating freights, shipping and other charges."

The Retail Record.

Westfield, Mass.—Edward Moraud in new quarters.

Punxsutawney, Pa.—Drummond Cycle Co., fire; insured.

Columbus, Ga.—James Smith, jr.; mortgage foreclosed.

Groton, Vt.—George H. Millis sold out to G. W. Whitehill.

Northampton, Mass.—George W. Williams; petitioner in bankruptcy.

The Alpha Motor Cycle Club, Brooklyn, is now an incorporated body. Papers were filed with the Secretary of State last week.

NATIONAL BICYCLES



*SURE DEATH IF HIS NERVE FAILS
HE KNOWS HIS NATIONAL BICYCLE.*

are built
for all kinds
of service.

They are
ridden
everywhere.

National Cycle Manufacturing Co., Bay City, Mich., U. S. A., MAKERS

Why is everyone talking FISK TIRES?

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better allround service.

Our line is more complete than ever.

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916 Arch St.

CHICAGO,
52 State St.

SYRACUSE,
423 So. Clinton St.

BUFFALO,
28 W. Genesee St.

DETROIT,
254 Jefferson Ave.

SAN FRANCISCO,
114 Second St.

THE BICYCLING WORLD

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and MOTORCYCLE REVIEW

In which is Incorporated
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NEW YORK, SEPTEMBER 19, 1903.

Again: What of the Coaster-Brake?

At the risk of seeming importunate, of harping upon an already well worn subject, we will ask, What are bicycle makers going to do next year about the coaster brake? Are they going to tolerate it merely, permitting it to make its way without help from them? Do they, or the majority of them, propose to remain divided into two camps—the merely indifferent and the positively hostile? Are they going to continue to say to riders, in effect, If you want a coaster brake we will fit it, but our regular specifications are for fixed gear machines?

A policy of this kind has been pursued steadily from the time the coaster brake first fought its way into popularity; previous to that time the policy was one of hostility. If it was adopted for the purpose of killing or handicapping the device it has failed signally. If, on the other hand, its purpose was to strike a critical attitude, pending the trial of the coaster brake, it was both unwise and ineffective. Left to their own de-

vices, deprived of the guidance they had a right to expect, obliged to form an opinion upon their own responsibility, riders rose gallantly to the task and made their choice. That choice was overwhelmingly in its favor. It is scarcely going too far to say that four out of every five riders who have interested themselves in the matter sufficiently to give the coaster brake a fair trial have adopted it. That it is not yet used by a majority of all riders is due to the fact that such a large proportion has yet to try it and become convinced of its merits.

It is not contended that the coaster brake is for all riders. A very fair proportion of the total will have none of it. But it should be brought to the attention of such riders as have not already tried it, and "put up to" them to decide whether or not to use this, the greatest improvement to the bicycle since the introduction of the pneumatic tire.

No better way to do this exists than to list it regularly and make the fixed gear an optional specification. And as it appeals to such a large majority of riders, this is the logical as well as the wise course to adopt.

Why not Larger Tires?

The very riders who are most insistent upon a higher standard of comfort are frequently the ones who block the way to that end. They object to any increase in price or weight, while clamoring for more comfortable—that is, costlier and heavier—bicycles; and a great deal of coaxing is required to bring them to the point of accepting with a good grace the machines they asked for. This has been the custom for so long, however, that most people in the trade expect it and become accustomed to coping with the situation.

In spite of this attitude the tendency during the last year or two has been in the desired direction. Machines are more comfortable than they were. The coaster brake, the cushion frame, the full springed saddle, have done much, and machines containing these and other features have found a gratifyingly increased sale.

But there is one feature which as yet has made absolutely no headway, and that in spite of the fact that it is acknowledged that it would be a great step forward. We refer to larger tires. From the introduction of the air tire to the present day tire diameters have been steadily diminishing. To-day anything larger than one-half inch is exceptional, while tires smaller than this are in use in large numbers. We recall recently

meeting a rider whose wheels were fitted with three-sixteenths inch tires. He admitted that they were hardly suitable for rough roads, but exclaimed exultingly that they were just the thing for the track when he had an opportunity to ride to it and take a spin! Beginning with 2¼ and 2½-inch tires we have come to this.

Air and rubber are admittedly the best known buffers and vibration destroyers. By using them generously we shall almost eliminate the shocks and jars now complained of. To be sure, we shall thereby incur a slight increase in expense and weight. But what of it? Will not relief from vibration compensate for it? Do not we, or many of us, regard this as our chief enemy? To put him hors de combat at a stroke is undoubtedly a magnificent coup, and worth something.

Whenever the comfort seeking rider makes up his mind to pay something for the much desired comfort, whether in dollars or the sacrifice of cherished ideas, he will get it, but not before.

Concerning Motorcycle Racing.

The mutterings and objections which arose during the Manhattan Beach meet because several competitors in the four-hour motor bicycle race changed mounts during the contest make plain that the Federation of American Motorcyclists really can do something to assist motorcycle racing by framing rules for its government.

As the rules of the N. C. A. now stand, changes of mounts are fully justified, and, except as applying to handicap events, we believe the rule should be maintained. A rule denying such procedure would be equivalent to ruining motorcycle racing. To say that simply because a competitor breaks a chain or a belt, or punctures a tire, or because his motor may go wrong, he must quit the contest is manifestly absurd; a rule of the sort would not only rob many events of all interest, but rob many men of well deserved prizes. It would make the machine the master of the man, and when that stage is reached sport becomes pretty poor sport.

Despite what may be said, motorcycle racing is not merely a matter of motors; the men count for a great good deal, and any suggestion that changes of mounts be not permitted is a thoughtless one. It would imply that "nerve" and skill in men count for naught, and that motorcycle racing be reduced to a mere matter of luck.

"May the best man win" is the spirit that

should rule motorcycle racing, as it rules all other sports, and we hope it always will rule. Sport should place a premium on man's skill, alertness and courage. The public soon would tire of sport in which men were made dummies. Merely mechanical racing is of small interest.

Most of the objectors at Manhattan Beach were either tradesmen or intense partisans of the motor bicycles that they ride. They forgot that the people in the grandstand knew only the men, and looked only for speed and cared not a jot what machines they rode.

If a change of mount is available there is no more reason why a motorcyclist in an open race should be forced to abandon a contest because of accident to his machine than why a motorless bicyclist should be required to do so. In motor paced races any number of pacing machines or bicycles may be used, and no protest is made.

It is only in handicaps that a rule bearing on the subject is necessary, because in such events the starts allotted are based partly on the power of the machines ridden, and it manifestly would be unfair for a man handicapped on the basis of 1 horsepower to start and then shift to a machine of three or four times that power; changes of mounts should not be prohibited, but should be restricted to motors of less or equal power.

Spoiling the Cycle Path.

On another page a resolution adopted by the Associated Cycling Clubs of New York this week tells its own story of a serious interference with the Prospect Park portion of the magnificent wheeling path from the city to the sea in Brooklyn which riders have enjoyed for a number of years.

The resolutions do not, however, tell the outrageous features of the affair. In the first place, it is difficult for those familiar with the traffic of Prospect Park, but unacquainted with the location of the residence of Park Commissioner Young and with his habits, to see the reason for opening a gateway at that place. The new entrance is only a few hundred yards below the great and most used way of ingress, commonly known as the Willink entrance and officially as Gate No. 2. It will hardly serve to relieve the congestion of traffic at the Willink entrance, because on the busy days, holidays and Sundays, when such relief is needed, the Coney Island trolley cars go whizzing past the new gateway with a very dangerous speed and frequency. The cars and their

tracks will at all times prevent the gateway from being popular. It is in an unpopulated and not easily accessible location for the general public. It will not benefit Flatbush residents, except those of a very small locality, for the gate at the intersection of Fort Hamilton and Ocean avenues is more accessible to the major portion of the Flatbush population.

There are some persons to whom the gate will be a convenience. It is directly opposite Lincoln Road, Flatbush, and those who live on that avenue will find it the nearest way into the park. As it is the only entrance guarded on each side by curbstones, cyclists cannot ride past it. They will have to dismount. Those who drive spanking teams into the park by this entrance will not, therefore, suffer the annoyance of having to slow down and look out for cyclists as they approach the gateway. The cyclists will be afoot and looking out for them. This arrangement will be more dangerous for children cyclists, it is true, but it will make the gateway a pleasing one to drivers who live on Lincoln Road.

Park Commissioner Young lives on Lincoln Road, and usually drives into the park twice a day in clear weather.

For eight years the cycle paths alongside of the park, which offer one of the most inviting rides in the New York district, and are always shown with pride to visiting cyclists, have been continuous past all the entrances of the park where traffic is greatest, and there have been no accidents of consequence. The interruption of the path by curbstones at this point, which not so many will use for entrance and egress in a year as there are cyclists riding past it on one fine Sunday, is therefore particularly obnoxious.

The erection of the curbstones there is a direct slap at cycling and all who use a wheel. It is a curtailment of privileges that have been long enjoyed, and is strangely like a menace to abolish the paths entirely. To ruin the path is the next thing to abolishing it, and is a meaner way of showing disregard for those who ride on bicycles.

If it is not the intention of the Park Department to entirely do away with the use of the path alongside the park, the curbstones at the Commissioner's new entrance-way should be cut away at once.

"Common sense, backed by energy, will often achieve more than much money."

De Palma Off for Life.

Ralph De Palma, the Brooklyn professional motorcyclist, who, wearing mask and goggles, competed in one of the amateur motorcycle events at the Manhattan Beach meet on Labor Day, has been ruled off the track for life by the N. C. A. F. P. Baker, who was the other party to the crooked deal, and whose clothing and number De Palma wore, was let off with a year's suspension. The Federation of American Motorcyclists requested that both men be permanently debarred, and Baker's mild sentence has led to some interesting correspondence between Chairman Batchelder of the N. C. A. and President Betts of the Federation concerning the proper means of keeping sport clean.

Concession to Motorcyclists.

As the result of the efforts of Dr. James Brown Thornton and a few other Boston riders of Indian motor bicycles, the Massachusetts Highway Commission has modified the law requiring that the official 14-inch license plate be displayed on the rear of the machine, which rule, owing to the shape and position of the Indian gasoline tank, has proven almost impractical. The Commission ruled, therefore, that the plate may be dispensed with and the license numbers be painted vertically on the mud guard. Those Boston constables familiar with Japanese literature now probably will be able to decipher the numbers quite readily.

Quakers Organize Motorcycle Club.

The Philadelphia Motorcycle Club is now in being. Its organization dates from August 31st. Thomas J. Wright is chairman and Charles Krauss secretary-treasurer. Captains will be chosen at the starting point of each run from among the number who attend. The club has a charter membership of twenty-six, which it is expected, will be doubled before the end of the year. The club badge will consist of a miniature bicycle motor in gold, with the letters "P. M. C." on the crank case.

"Endurance Run" for "Push-Cycles."

The Brower Wheelmen, of this city, will hold an endurance run—the first of that title to be conducted for pedal propelled bicycles—on Saturday, October 31. The route will be from New York to Albany, 150 miles; a time limit of thirty hours will be imposed. It will be an open event, the start being made from the City Hall at 3 p. m. on that date. On Labor Day fifteen members of the Browers essayed the trip, which only three completed.

Lawson and MacFarland Sail.

Iver Lawson and Floyd MacFarland are now upon the Pacific Ocean, bound for the antipodes. They sailed as passengers on the steamship Sonoma, which left San Francisco for Australia on Thursday.

The two men are entered for the principal racing events in Australia, and in one of them the prize for the winner is \$5,000. After the Australian season is over both Lawson and MacFarland may return by way of Europe.



Dr. W. H. Kellogg who won the 5 mile handicap at
Del Monte Cal. Aug. 10.

Perhaps you have Noticed

How the little ORIENT Buckboard is winning FIRST PRIZES in the various races all over the country. In fact, the reports of races won have been coming to us so fast lately that it is difficult to announce them all. Does it not seem strange, to say the least, to see this little machine, costing only \$375, doing up a field of the best American cars, like that at Baltimore, Sept. 8th, as described below.

-(Baltimore American, Sept 8th.)

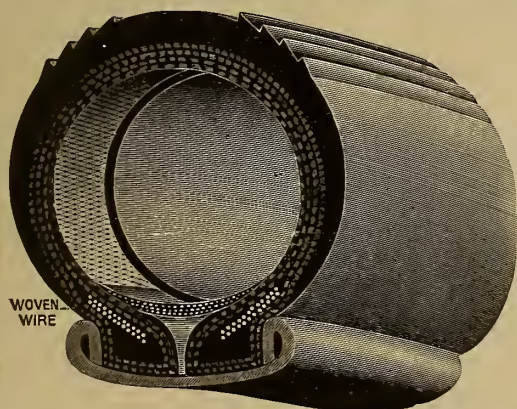
HOWARD GILL'S AUTO HONORS.

In the automobile events Howard Gill was the hero of the day, winning both the steam and the gasoline events, and in the latter race won out from a big field of six starters, and not only won, but lapped the entire lot of contestants. In this event started Mr. Stanley Zell, 20 horse power Winton; J. Henry Miller, 12 horse power Duryea; Orrie Gooden, Stanley; Thomas Goodwin, Fordmobile, and Howard Gill, Buckboard. This event was the five mile free-for-all, and made a great race, breaking all the former track records in this state for this distance, the distance being negotiated in 10 minutes 13 2-5 seconds.

In this race Mr. Gill quickly jumped to the front and was never headed, the interest being centered after the second mile in seeing how far he could gain on the field, and the great race the other contestants, who were closely bunched, were making. In the seventh round the Buckboard lapped the entire field, the one race really resulting in two, as long after Mr. Gill finished the other drivers were making a game fight for first place in the second bunch.

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The Story of the 1903 Journey Interestingly Told by "Papa" Weston.

"To preserve and commemorate the club traditions . . . this annual excursion shall be, as to date and route, as nearly as may be a repetition of the original and famous run, . . . The first overnight excursion of any body of cyclists in this country."

So in effect runs Rule 7 of the good old Boston Bicycle Club, which, organized on February 11, 1878, found itself after the first year and a half of its existence still engaged in a crusade against the popular ignorance and prejudice which insisted that the bicycle was merely a toy and not a practical road vehicle. Therefore was it that on September 11, 1879, forty-two good men and true, each with his bicycle (they were mostly "full nickelled" in those days), gathered at the corner of Walnut avenue and Warren street intent on a two days' jaunt along the give and take roads of Boston's countryside, to the end that the usefulness and practicability of the steeds which they bestrode should thereby become more widely recognized. And in furtherance of this purpose Messrs. Drake and Redmand, of Scribner's Magazine, were of the company, for cycling ever prided itself on literature and art, and the article which presently appeared in the pages of Scribner's Magazine and gave broadcast to the country the narrative of this memorable run, did more probably to awaken public interest in the bicycle than any other literary effort which preceded or has followed it.

However, our interest just now is more particularly with the white stretch of Walnut avenue which curves westward from the Warren street corner, where the warm hand grasps are being exchanged by the arriving riders who will presently start on the 1903 W. A. T. H. The road is smoother than it was in '79, but there is a car track in its centre, which then there was not. Let us set off the bad against the good and call the account square. For the same sun is shining, and as brightly, and though the morning is warm, the breeze has the same tang of autumnal flavor; the savor of novelty may be missing, but the jovial gool fellowship which always obtains in the gatherings of the old Boston club is everywhere in evidence, infecting even the lookers on. There were nearly a thousand of them in '79, who in twos and three are adding to the gathering crowd as the time for the mount draws nigh.

And the riders! Surely some of those beards were not quite so gray nor patriarchal last year and other years ago; some of the faces were not quite so deeply furrowed, and maybe the shiny polls which now and then are seen used not to be quite so frequent. But, gray or furrowed or shiny, thank God there are so many with us yet, even though the oldtimer who, amid all this hilarity, finds time to think shall sor-

rowfully discern the vacant places which each year must become more numerous, and which can never be filled.

Typical, too, of this spirit of change are the five automobiles which in glittering silver and red and black are drawn up in the rear of the long line of bicycles resting against the curbstones. Strange to say, they do not seem at all incongruous, but rather are they, in their liberal equipment of spare tires, businesslike looking baskets and things mysterious to the uninitiated, but of evident usefulness and practicability, exponents of the faithfulness with which the club has lived up to its constitution, which covers not only the bicycle, but "the encouragement of all novel and improved methods of locomotion, which, though perhaps as yet undreamed of, . . . may commend themselves as . . . worthy of such encouragement."

But time flies, the men and their vehicles are all here, and the annual photographs must include "The Meet" as a starter. So line your men across the road, ye indefatigable men of the committee, bring up the automobiles where the camera can see them. Never mind if you do stop the traffic for a moment or two. All the drivers will be glad of the rest, and the wayfarers need a little opportunity to say to each other, "What in thunder is all this about, anyhow?" Now! all steady, please; nobody need be afraid to laugh! and —click, there, 'tis done! And Captain Kendall's well remembered, "All up!" is heard once more.

It's a charming procession to look upon as it winds into Humboldt avenue on its way to Jamaica Pond, the first stopping place, just three miles away.

At the Pond another photo had to be taken before proceeding another mile to the Arnold Arboretum. Then another mile to the shady slope of a hill and another photo, and then on across the river to Dedham Island, and still another photo before taking up the run with short halts at Dedham and at the Fairbanks Cottage (the oldest house in New England), until with a long coast into a valley and a short climb out of it, lo! the "Grove of Pleasant Memories," where the tables are spread in the shady coolness and Caterer Hendrie's wagons and horses make a picture almost as interesting as the heads of two barrels, each with a spigot, which peep a welcome to the party from out of their mantles of enshrouding ice. To pay proper respect to these barrels is a function which brooks not delay. Then from the ambulance come sundry bats and balls, and a mystical ceremony, in which Everett and Kendall are the high priests, takes place, whereupon nine good men and true array themselves under the banner of each leader, and with blood in their eyes hurl defiance and opprobrium at their opponents as they march to the field across the way.

And then, the annual ball game!

Most unfortunate is it that the Scribe's pen and knowledge of the game are so unequal to the occasion. It was, indeed, be-

cause of this latter qualification that he was—as in former years—chosen to officiate as umpire, an honor which he accepted after the opposing sides had agreed that Mr. Belding should be permitted to assist him in the performance of his arduous duties. Then it was that these two worthies held individual and private confab with the opposing captains, and afterward with each other at the home plate. The man behind the bat declares that their remarks were brief and to the point, running as follows:

Scribe—How much will Kendall give?

Belding—Fifty. How much will Everett give?

Scribe—Just an even hun. Of course, that settles it?

Belding—Well, you bet!

And then the game was called.

Lest there should still be any doubt remaining as to the strict integrity of the umpires, the Scribe would here explain that in his pocketbook can be found a receipt for \$50 "in full for all claims to date."

And the name of the signer begins with "B."

It was a pretty game; a very pretty game, even the Scribe has to admit that. And it was not until Everett's side had piled up seven runs that the umpires felt called upon to declare three strikes constituted "out," and that "one out, all out," was the rule. Some demurred at this ruling and approached the umpires quite closely in doing so, but as those worthies stood back to back, and as a trusty bat was in the strong right hand of each, the dissatisfied ones became pacified and the game proceeded.

Coincidentally the next man had three strikes charged to him, and the Kendall side was called to its innings, an innings replete with incidents while it lasted, for Pitman, being first to the bat, drove the ball to the far off corner of the field and then proceeded to walk leisurely round the bases. It was between the first and second bases that Umpire Belding, with a huge pitcher and two glasses, intercepted him, and as there was apparently ample time, a brief season was devoted to refreshment before Pitman proceeded to second base.

And there he found the ball awaited him!

In the subsequent confusion, and amid remarks which the umpires considered quite uncalled for, the summons of Caterer Hendrie was heard. Victory was declared perched upon the Everett banners, and, despite a base attempt at bribery and corruption on Captain Kendall's part, which the incorruptible umpires treated with the scorn it deserved, victory remained there, as it must until another year, with all it may have in store, shall have become accomplished.

But that luncheon amid the fragrant pines! The cold joints cooked to perfection; the salads, the deep apple pie and cream, the snowy tablecloths, decked with glistening china and silverware; the foaming pitchers and the icy amber fluid that found a halting place in the goblets of sparkling glassware!

And the happy faces of the colored waiters, and Hendrie, the presiding genius, in a dozen places at the same time, seeing that no plate remained empty nor goblet unfilled while appetite and thirst continued! And then the coffee—such coffee! And the cigars—such cigars! Each man's back against a convenient tree, and the season of absolute contentment disturbed only by the thought that this was probably the last time that this beautiful grove, shorn already of so many of its beauties by the ruthless suburban builder, would shelter the devotees of the "Wheel about the Hub."

Many a lingering glance was cast to where the sunshine came down in arrowy lines between the tree trunks, when at 3:30 o'clock the "All up!" of Captain Kendall was again heard and the cavalcade rode toward the base of old Blue Hill, scarce three miles, and this year thirteen minutes, away. Then was the party divided, the lazier ones remaining in the shade on the green turf at the foot of the hill, while the more energetic sought the magnificent view from the summit, whence they presently returned and continued the ride to Riders' Rest and the shandygaff which there awaited them.

From Riders' Rest along the 4.4 miles which stretch across the foot of the Blue Hill range to Canton took exactly sixteen minutes, which proved to be a minute less than record. Then came another strong mile to Cobb's Tavern—so-called, though now a tavern no longer—and a rest of half an hour, and then the final four and a half miles to Massapoag, where the fluttering handkerchiefs of the hotel guests assembled on the piazza bade the riders welcome.

And now would the Scribe like a free pen and space in which to attempt to do justice to the dinner to which presently thirty-eight hungry and happy ones sat down, to the appreciative eloquence of New York's Obermayer, Rhode Island's Savin and of those others who made the too brief post-prandials so enjoyable; to describe the hypnotism of Professor Kallajian after the diners had joined the guests in the hotel parlor, and to give the reader some faint conception of the happy good fellowship which, all pervading, continued in evidence in one way or another until soon after midnight.

It would be hard to conceive of a more beautiful morning than the Saturday whose glorious sunshine greeted the swimmers in the lake, looked down on the wheel cleaner and the chauffeurs busy preparing for the thirty-odd miles before them, lighted up the cheerful faces assembled round the breakfast tables in the dining room, and later—at 9:41 a. m., to be exact—glistened amid the whirling spokes as the cavalcade, bidding au revoir to Massapoag, wound down the hill and out to the country beyond. Of course, there was a halt at Cobb's Tavern. How else could Miss Cobb and her charming sister be assured of their "boys'" continued wellbeing? How else could the annual entry be made on the pages where Daniel Webster and his cronies stand charged with

many a tot of rum in the old tavern register? And how else could one of the best of the annual photographs—for Miss Cobb and her sister appear in this picture—be taken? But time flies, and at 10:30 o'clock the run is resumed. At Canton and at Cemetery Corner there are the usual halts, and then, with nine minutes and two miles of superb going disposed of, the two-hundred-year old oak at the shooting box of the club's president on the margin of Ponkapoag is reached, and the annual mystic ceremonies, wherein a dilapidated fence, an alleged telephone, an ice covered barrel and a well spread table have their respective parts, are proceeded with. To the initiated the connection between these ceremonies and the "natural born" is apparent, and furnishes sufficient reason for the "birthday clothing" and the plunge into the cool waters of the pond, which all who are so inclined presently indulge in.

There are other and sundry reasons why the two hours or so which are annually spent at this halting place stand out in the memories of each of the party with a vividness which can never be dimmed; but, the information being exclusive to those who are fortunate enough to have their names on the club's invitation list, there can be no further reference to it here. Suffice it to say that when at 1:30 p. m. the clarion tones of Kendall were again heard in "All up!" the heart of every man who rode away was in the sentiment that might have found expression in "May I at least once more be with this party on its annual visit to this gem of the Blue Hills of Massachusetts."

And now comes an anomaly beyond accounting for. The old club is not a "scorching" club, and this "Wheel About the Hub" is the very antipodes of all that such a word can imply. Why, then, is it that the six and two-tenths miles between here and South Braintree, fully one-half of which is over the most sandy, the most rutty, the most hilly and generally the worst roads of the entire three days' journey, should be selected for the only burst of speed of which the riders are guilty? The time records only go back to 1896, and it took forty minutes that year to cover the distance. But in 1897 Elliott Burris was of the party, and the time was cut down to twenty-six minutes. Then came 1901, when the "old vet" Will R. Pitman essayed to put the record a little lower. He did not finish first, but the scribe must blushing acknowledge that the exigencies of the occasion compelled him to make the time twenty-six minutes again. Last year a smart rain drove the party to shelter en route; but this year there was a determined effort to lower the record, be it never so little and with the result of—again twenty-six minutes! Apparently the time will have to stand until some of the club's juniors take up the running and lower it—perhaps!

From South Braintree, through the intervening rolling country and over the magnificent roads of Weymouth and Hingham, the thirteen and a half miles terminating at "Kimball's," Cohasset, were covered in one

hour and thirty minutes, of which one hour and thirteen minutes was running time. The party, automobiles, motors and all, kept well together, and arrived in a bunch to receive the welcome of Mr. and Mrs. Kimball, and a very charming daughter or two, from the hotel piazza.

And from that moment "Kimball's" changed owners, for with the knowledge and consent of all the parties the W. A. T. H. assumed proprietorship of house and contents.

A jovial company was it indeed that filled the seats at the two long tables in the dining room, and although—as the newspapers had it—"the proceedings were strictly informal," it would have been difficult indeed for any one to have suggested a detail that should have been changed or that could have been improved upon.

There were no speeches, but song and anecdote made the time fly all too quickly, till presently Tom Hall, yielding to the insistence of the party, woke the echoes with that good old club song, in which, with a "Now, boys, all together," the chorus of

"With cheerfulness our motto,
Good fellowship our guide,
From out life's urban grotto
Into sunlight forth we ride.
Midst present joys discerning
A bright historic line,
Our thoughts with joy are turning
To the boys of 'Seventy-nine.'"

was given with a stentorian precision that carried it out of the dining room windows and across the gently heaving waters to where Minot's flashing signals warned alike the singers and the incoming mariners that there were still dangers to be avoided before the safe haven of home could be attained. Perhaps there was a tinge not far removed from sadness in the notes of the

"Bibamus! Bibamus!
Ad primum Bicyclium Club,
In urbe eorum cui nomen est Hub,
Et floreat, valeant, volitant tam,
Non Peircius ipse enumerat puam.
Bibamus!"

which, with every one standing glass in hand, was next and finally sung. For had not the time of parting arrived? Was there any certainty that all the participants in these two days of loyal comradeship would ever look into each others' eyes again? Nay, were not the chances overwhelmingly against it? Was not, in fact, another "Wheel about the Hub" added to the memories of these others which, with all their joys, had passed and gone, never to be exactly repeated?

The goodbys said, the survivors again foregathered, and, though numbers were reduced, a very enjoyable evening continued until, satiated with pleasure and seeking rest, they begged Mr. and Mrs. Kimball to resume control of their hostelry and let them go to bed. Which they did.

The next day's proceedings! Are they not written in all preceding records? The breakfast, the mount, the leisurely ride down the Jerusalem Road, through that baliwick of Cushing known as Hingham; past Quincy and Wollaston, until, fourteen miles from the start, the pleasant lanes of Atlantic are reached, wherein dwell Walter G. Kendall, the club's most popular captain and his even more popular wife, who stand at the hospitably open portal, hearty welcome in eyes and hands, an enticing luncheon table behind them, and

A barrel of ale—oh, such ale!—contiguous. The scribe wonders whether everybody has gone home even yet.

FRANK W. WESTON.

KRAMER AND FENN WIN

Each Man the Winner of a Race on the Hillside Track, Sunday.

With Lawson and McFarland absent, Kramer and Fenn made a clean sweep of it at the Belleville track on last Sunday, simply dividing all the money in sight between them.

Fenn won the one-mile handicap from scratch with a beautiful burst of speed, beating Charlie Hadfield by a half wheel's length, and later in the five-mile race, after pulling his partner to an advantageous position, stepped aside and Kramer did the rest.

Kramer appeared on the track with the American flag encircling his girth, emblematic of his national victory. The champion, with his team mate, Fenn, started from the mark of honor in the five-mile handicap. The latter did the pacemaking, and after one and two-thirds miles had been left behind, caught up with the limit men, who originally had a lead of 400 yards. The teaming of Kramer and Fenn was worked to perfection. The Nutmeg State champion, ever on the alert to gain an advantage, steered Kramer to the front, and at the bell lap had a clear road ahead. Menus Bedell started the sprint on the backstretch, but a few strides placed Fenn and Kramer to the front. Turning into the homestretch Fenn turned aside, leaving Kramer to do the rest. The champion was equal to the occasion, and in the finish dashed across the tape the winner by a length and a half.

In the one-mile handicap Kramer did the pulling and Fenn the sprinting. The sprint was started before the bell lap had been completed. At the opportune time Fenn shook the champion's pace and set sail for home. Charlie Hadfield came up strong and gave the Boy Wonder a hard fight through the stretch, but the latter's sprint proved superior, and he won by a close margin. The time, two minutes, was the fastest mile ever made on a dirt track.

The feature event in the amateur class was the unknown distance race, in which twenty riders started on a journey which might be any length, ranging from a third-mile to a five-mile affair. According to the conditions, the referee drew the selection of the distance by lot from a hat after the riders had started. It turned out to be three miles and two laps. The competitors, however, were kept in ignorance of this fact until the bell sounded for the last lap, and in consequence a merry scramble for good positions was made at each lap. Oliver Dorlan chanced to be in the lead when the bell sounded, but he was passed in the backstretch.

Billington and Glasson were shut out in the trial heats of the one-mile amateur handicap. The race was won by James Zanes. G. Nixon won the two-third mile novice. In the final heat of the novice a spill occurred

and three riders were injured. J. Tiburcio, of Brooklyn, was forced up the bank, and he rode off on to a flight of steps that lead from the ground to the outer edge of the track in order that riders may pass across the track to the infield. Several spectators were bowled over, and Tiburcio was said to have broken some of his ribs. Summaries:

Two-thirds-mile novice—Won by G. Nixon, Newark; Bert Gould, Brooklyn, second; George Ungemah, New York, third. Time, 1:50.

One-mile handicap, amateur—Won by James Zanes, Newark (60 yards); James Scott, New York (120 yards), second; John Heller, Brooklyn (120 yards), third. Time, 2:02.

"Unknown distance," amateur, three and two-thirds miles—Won by Joe Fogler, N. A. C.; Teddy Billington, Vailsburg, second; George Glasson, Newark, third. Time, 8:52. Lap prize winner, Oliver Dorlan, Manhattan Beach.

One-mile handicap, professional—Won by W. S. Fenn, Waterbury, Conn. (scratch); Charles Hadfield, Newark (100 yards), sec-



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

ond; Walter Bardgett, Buffalo (40 yards), third. Time, 2:00.

Five-mile handicap, professional—Won by Frank L. Kramer, East Orange (scratch); Menus Bedell, Lynbrook (150 yards), second; Floyd Krebs, Newark (50 yards), third. Time, 11:36. Lap prize winners, Schreiber, 3; King, 3; Guery, 3; Dolbear, 2; Galvin, 1; Bardgett, 1; Fenn 1.

Walthour Wins at Home.

Bobby Walthour and Bennie Munroe raced for the Dixie Bicycle Championship at Atlanta, Ga., on Tuesday night last. The race was five miles, motor-paced. It required three heats to decide, as Walthour fell during the first heat, while in the lead. The result was that Munroe won the heat. His time was 7 minutes, 32 seconds. Walthour took the next two heats, winning the race. The time of the second heat was 7 minutes, 27 1-5 seconds, and of the third heat, 7 minutes, 54 2-5 seconds.

The race was originally scheduled for Monday night, but a tremendous downpour of rain, combined with a leaking roof, made the track so wet that it was unsafe.

HOT RACE AT MANCHESTER

De Guichard Compels Caldwell to Earn his Victory in a Five Mile Event.

Good sport was furnished at the Coliseum in Manchester, N. H., last Friday night, and it was fully appreciated because of the many disappointments which the Manchester public has had to endure since the track was inaugurated. Harry Caldwell and Basil de Guichard made a hot contest in a fifteen-mile motor-paced race, which was a battle from start to finish. Caldwell, riding his twenty-seventh race, won his twenty-first victory, but the "little Gaul," as De Guichard is called, gave a great exhibition. It was the finest motor-paced race Manchester has seen.

Caldwell was paced by Bob Schultz and De Guichard by Franz Hoffman. It was Caldwell's race from the start, but his little opponent won plaudits even in his defeat. The two started from opposite sides of the track. Caldwell made five ineffectual attempts to pass De Guichard, but each time Hoffman led him up the bowl and held the big local rider back. At times the racers made three, four, and even five laps, going in a bunch. At the finish Caldwell led by about 100 yards. He won in 19 minutes, 40 3-5 seconds, doing his fastest mile—the fourth—in 1 minute, 16 seconds.

The amateur event was a one-mile handicap. The summary:

One-mile handicap (amateur)—Won by Morin; Richard second; Boyd third. Time, 2:24 1-5.

Fifteen-mile motor-paced race, Harry Caldwell against Basil de Guichard—Won by Caldwell. Time, 19:40 3-5.

Kramer and Fenn Share Honors.

A dozen riders started in the ten-mile open professional race, which was the principal event at the Coliseum in New Haven, Conn., Tuesday night. Champion Frank Kramer was the star, and W. S. Fenn, who teamed with him throughout the race, was also a favorite. The race was a slow one except in the last mile, which Kramer covered in 1 minute, 55 3-5 seconds.

The other events were a one-mile handicap for professionals and a half-mile amateur race. The summary:

Half-mile amateur race—Won by E. S. Collett, New Haven; Frederick Grust, Rocheslett, New Haven; Frederick Ernst, Roches-Haven, third. Time, 1:02 2-5.

One-mile handicap (professional)—Won by W. S. Fenn (scratch); Floyd Krebs (6 yards) second; Walter Bardgett (30 yards) third; George Collett (40 yards) fourth. Time, 1:58 1-5.

Ten-mile open (professional)—Won by Frank Kramer; John Bedell second; Walter Bardgett third; Floyd Krebs fourth. Time, 25:26 2-5.

THE ONLY MOTOR BICYCLE

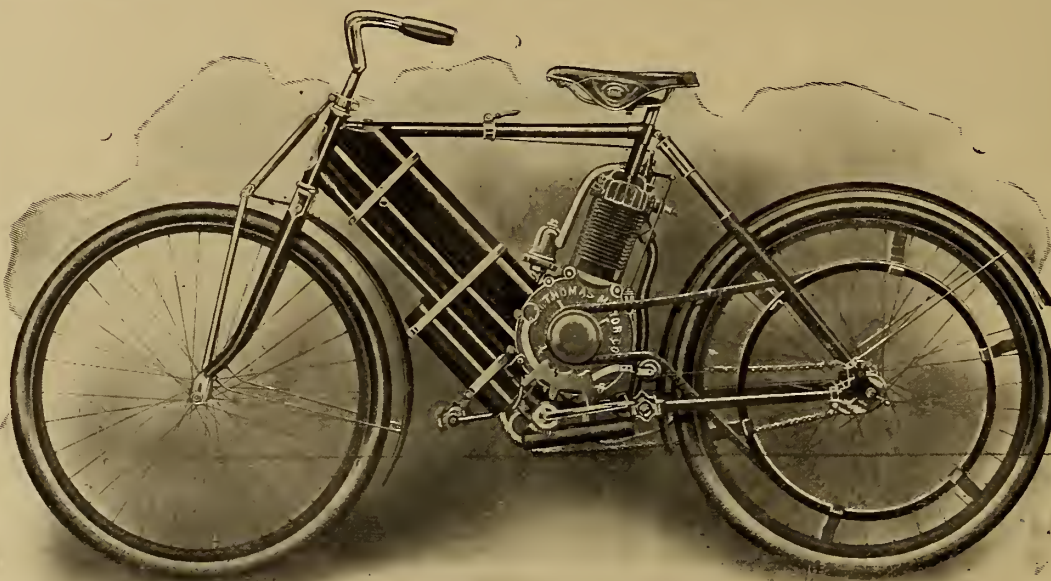
(OUT OF TWENTY-THREE ENTRIES)

Completing the Four-Hour Contest

SEPTEMBER 5th, AT MANHATTAN BEACH,

WITHOUT STOP OR BREAKDOWN—

The THOMAS AUTO-BI



THERE WAS BUT ONE THOMAS AUTO-BI ENTERED.

We had no stock of reserve machines lining the track ready to run in case of laydown or breakdown.



We did not find it necessary to have our factory force on hand with a trunk full of parts and tools.

This Single THOMAS AUTO-BI (there were TEN of another make) with its rider, E. J. EDMOND,

WENT THE FULL FOUR HOURS
WITHOUT MISSING AN EXPLOSION,
WITHOUT USING THE PEDALS,
WITHOUT HEATING.

ABSOLUTELY the only machine out
of the 23 entered
MAKING THIS RECORD.

THE THOMAS AUTO-BI WON ALL FIRSTS AT COLUMBUS, OHIO.

THE SALES OF AUTO-BIS IN AUGUST THE LARGEST IN OUR HISTORY.

GET IN LINE FOR 1904.

REMEMBER—We are manufacturers, not merely assemblers of Motor Bicycles.

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WINS A DOUBLE PURSE

Caldwell Defeats Leander at Lowell in the Repetition of an Undecided Race.

Harry Caldwell and George Leander were opposed in a fifteen-mile motor paced race at the Lowell (Mass.) Coliseum last Saturday night, the race being a repetition of the one on the night of September 4, when the judges were unable to decide which was winner. There was therefore a double purse to be striven for. There was considerable enthusiasm among the spectators.

Bob Schultz was Caldwell's pacemaker, and Hoffman showed the way for Leander. After warming up for several miles the riders got under way. Caldwell started from the tape, while Leander started on the backstretch. Both riders got a good start, and Leander took the lead. His first mile was made in 1:21 2-5. In the second mile he continued to gain on Caldwell, and on the third mile he was so far in the lead that when Caldwell was leaving the stretch Leander was entering it. The admirers of Caldwell then began to believe that Leander was a dark horse and that he would give the New Hampshire boy a good battle for the purse, but on the fourth mile Caldwell increased his speed a little, and gained back some of the lost ground. On the fifth mile it was nip and tuck, Leander leading by about twenty yards. While Leander was riding fast Caldwell was pushing him hard, and the time for this mile was 1:18 1-5.

On the fifth lap of the sixth mile both riders were almost on equal terms, when after leaving the homestretch Leander was seen to shoot up the high banking and leave his motor. His reason for dropping his pace was because of the fact that one of his tires had blown up.

Leander had brought two wheels with him when he came to Lowell, but in a tryout in the afternoon he put one of the machines out of commission and had to depend on one. A wheel was taken out of the machine which was disabled in the afternoon and inserted in the one he was riding, but Caldwell had gone eleven and one-half miles before the Chicago boy got under way again. In the mean time Caldwell had been going around the track at a 1:18 and 1:19 clip for every mile. Leander returned to the track, however, determined to give the spectators a run for their money, but luck was against him, for, after covering nine laps, his machine was seen to run away from him again, and when he came around on the home stretch his feet were in the pedals, but motionless, his chain having snapped on the backstretch.

There was but a little over a mile to travel then, and Leander quit, and Caldwell finished the distance. When the gun was fired for the last mile Caldwell dropped his pace, thinking it was the finish, but when told that he had another mile to go and as his machine had left him he tacked on back of

Leander's motor and finished the race. In this mile he lost considerable time owing to the fact that he dropped his pace, and the time for the last mile was 1:41. The time for the entire distance was 20:04 4-5. The fastest mile during the race was the thirteenth, when Caldwell went around the track in 1:18.

The amateur event was a one-mile handicap, in which Fred Goyette, a 70-yard man, was the winner. Summary:

One-mile handicap, amateur—Won by Fred Goyette (70 yards); Michael F. O'Brien (50 yards), second; John Mahan (100 yards), third; A. W. McDonald, Somerville, Mass. (20 yards), fourth. Time, 2:03 1-5.

Fifteen-mile motor paced race, Henry Caldwell against George Leander—Won by Caldwell. Time, 20:04 4-5.

Motorcycle Racing at Two Fairs.

What was popularly regarded as the most interesting event of automobile day at the fair of the Middlesex North Agricultural Society at Lowell, Mass., last Friday was the five-mile motorcycle race. There were eight entries, all local riders, as follows: Fred N. Perkins, Indian; A. Batchelder, Indian; John Morin, Orient; John Mahan, Warwick; Welledge Findle, Warwick; E. N. Emerson, Auto-Bi, and Charles C. Mack, Auto-Bi. Perkins was the winner. The summary:

Five-mile motorcycle race—Won by Fred N. Perkins (Indian); A. Batchelder (Indian), second; John Morin (Orient), third. Time, 10:15.

Preceding the automobile races at the State Fair in Syracuse, N. Y., on Saturday last, there was a motorcycle race for a silver cup valued at \$60. The distance was two miles. A. S. Noonan, of Rome, N. Y., was the winner in 2:45 1-5. W. F. Murphy, of New York, was second, and James B. Woodruff, of Syracuse, third. The other starters were G. H. Curtis, Hammondspoint; R. C. Thurwachter and Nelson Flannigan, both of Syracuse, and George Pertuisset and George W. Butler, both of Buffalo.

Browsers and Tigers Race.

On Sunday last the newly formed Brower Wheelmen and the Tiger Wheelmen held a joint run to Valley Stream, Long Island, where several events were decided on Smith's dirt track at that place. The Browsers ran three races, a half-mile novice and two and five-mile handicaps. W. Thomas won the first event in 1:26, and D. Britten the other two, the two-mile from 50 yards in 5:38, and the five-mile in 14:11; M. Eustis, scratch, was second in both events. The Tigers ran a five-mile handicap, which was won by H. S. R. Smith (scratch) in 13:50; C. Nerent (scratch) was second and G. Punchard (1:30) third.

Wednesday's tornado, which inflicted so much damage in Newark, N. J., visited the Vailsburg track also. The roof of the grand stand was wrenched from its fastenings and carried away bodily.

MacLEAN THE WINNER

Defeats Moran and Butler in a One Hour Race at Revere Beach.

In the one-hour contest, which was the principal event at the Revere Beach track, Revere, Mass., last Saturday evening, the contestants were Jimmy Moran, Hugh MacLean and Nat Butler. George Leander was to have been in it, but had to ride at Lowell, and Will Stinson, who was to have taken his place, did not enter because his share of the gate money had been attached in the interest of two of his former pacemakers, which was simply a variation in Stinson's proverbial bad luck.

MacLean started in winning time, but was trailed closely by Moran from the first. In the fourteenth mile he had succeeded in pulling away when the rear tire of his motor exploded and Turville tried to bring it down on the bank flat, but it upset halfway up and rolled down, carrying Turville with it. MacLean got from behind it just in time to escape falling. Turville escaped without injury.

John Dubois picked MacLean up after he had lost eleven laps, and he was beginning to recover his lost ground when he rubbed tires with the motor and went down in the stretch. That finished him for the race. His arms and knees were badly bruised.

Butler's motor was too slow for him, and the best that he could have expected had MacLean been less unfortunate was third place. At the twenty-third mile Moran led him by five laps. Moran could make no further gain until Butler lost pace in the thirty-second mile, when Moran lapped him twice more. Butler recovered one lap before the hour expired.

Twenty-one men lined up for the start in the ten-mile open. H. F. Abbott won the first, A. R. Urquhart the second, D. Connolly the third, Matt Downey got the fourth easily and went for a lap. He got half of it and captured the fifth, with the field close on his rear. Adam Beyerman got the sixth, Bill Potter the seventh, A. R. Urquhart the eighth and J. B. Coffey the ninth. The final mile was a hot one. C. L. Hollister took the lead on the bell lap and won out. C. L. Kimball won second place from W. J. Potter by inches only. The summary:

Ten-mile open race—Won by C. L. Hollister; C. L. Kimball, second; W. J. Potter, third. Time, 25:15 1-5.

One-hour motor paced race—Won by Hugh MacLean; Nat Butler, second. MacLean's distance covered, 39 miles 660 yards.

Captain Keenan Wins Again.

Matthew Keenan captain of the Hackensack Wheelmen, won, for the second time in succession, the Johnson trophy cup in the fifteen-mile road race over the Teaneck road on Labor Day. This was the sixth annual race for the trophy.

There were eight starters. Keenan went from scratch and overhauled the others in fine form. He finished strong, but was not pushed, as Gus Lozier, who finished second, was a full half minute behind. Lozier's handicap was 3 minutes. Ziegler, the 1-minute man, was third. Versfeldt, the other scratch man, sprinted in fourth, but would have been more of a factor but for tire troubles. Keenan's time was 41:30.

Track Owners Cited for Contempt.

Guy Maconnell and the residents of Belleville, N. J., who are back of him, are again after the management of the Hillside track. They obtained an order Saturday morning from Vice-Chancellor Emery, at Newark, under which the managers of the track must appear in the court of Chancery at Newark on September 23 and show cause why an attachment for contempt of court should not issue.

It will be remembered that on August 29 Vice-Chancellor Stevens issued an injunction restraining the Hillside Bicycle Track Association and William E. Thaller, its manager, from "using, or permitting to be used, the Belleville bicycle track, or any part thereof, on Sunday for the purpose of conducting bicycle races thereon, so that any nuisance may be occasioned to the complainants at their residences in Belleville by the firing of a pistol or resulting from the presence of noisy or disorderly persons on the highway in front of said premise, or on the vacant land lying between the track and the residences of the complainants, collected by the races."

Sommers & Adams, who obtained the injunction, were counsel in the proceedings of Saturday last, and Mr. Adams presented a number of affidavits, including one in which Maconnell, the principal complainant, stated the attendance at the track on the preceding Sunday was the largest he had

seen on any Sunday during the summer. While no pistol was fired, the noise of which he complained consisted of cheering, shouting, clapping of hands, stamping of feet and the playing of a band. Maconnell adds:

"I am not in any sense supersensitive, but, on the contrary, I consider myself an ordinary, reasonable person, and I am positive that any ordinary person would, if he lived in my house, find himself seriously disturbed in the comfortable enjoyment of his home on Sunday by such noises as occurred on last Sunday at the Belleville bicycle track. Certainly, I and my family were seriously and extremely annoyed by the noise."

Mrs. Linda M. Maconnell, James Gibson, Edward W. Ryan, Charles H. Thompson and Frank L. Chandler, all of Belleville, were signers of affidavits in support of Maconnell's, at whose house they were present at the time specified. George Karrer, of Overlook avenue and Karnish street, was on his way to Maconnell's when he heard, he alleges, "a tremendous uproar from the bicycle track." William Edward Dickinson states that he heard the noise from the track a quarter of a mile away while going to Maconnell's house, and that when at the house he heard it "in very much greater volume." The star supporters of Maconnell in the affidavit line are Richard Fairherst, who swears he heard the noises at a distance of a mile and a quarter, and Arthur Draner, who goes Fairherst a quarter of a mile better.

Bicycles Figure in Paterson Carnival.

Bicycle and motorcycle races constituted a feature in the closing day of the week's carnival held under the auspices of the business men of Paterson, N. J., last week. They were run on the Clifton track on Saturday morning. Of the three events on the card the five-mile motorcycle race was by far the most interesting, as the pedallers did not exert themselves to exhibit even a semblance of speed.

One-mile novice—Won by P. T. Brown, Englewood; W. Van Riper, Paterson, second; E. Reinmaster, third. No time taken.

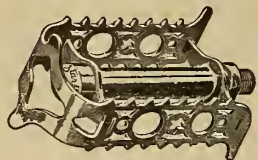
One-mile open—Won by Elias Sindle, Dundee Lake; E. Reinmaster, second; P. T. Brown, Englewood, third. Time, 3:02.

Five-mile motorcycle race—Won by C. Johnson; J. Marion, second; Stephen Washer, third. Time, 8:07 3-5.

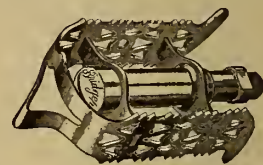
Gasolene Fumes "Overcome" Mock.

Charles Mock, the leading road rider of the Century Road Club of America, has an awfully sensitive nose. The fact was not known until Sunday last, when, after inducing several motor cyclists to court a jail sentence by pacing him at law-breaking speed on Long Island roads, he sought to break the 100-mile record. He followed the motors for fifty miles, and then, discovering that the record he sought was in no danger, the hero of several hundred century runs and road races discovered that the odor of gasolene was affecting him; accordingly, the poor fellow quit. The "gasolene-in-the-nose" excuse should now become popular.

B.G.I. PEDALS FOR 1904



NOW READY



These famous Pedals have surely worked their way to the front. What has overcome all competition? B. G. I. QUALITY which is better than ever in 1904.

HIGH GRADE BICYCLES REQUIRE HIGH GRADE EQUIPMENT

Every Maker, Jobber, Dealer and rider knows that B. G. I. PEDALS are Standard.
Use them and avoid explanations.

THE BRIDGEPORT GUN IMPLEMENT COMPANY
313-317 BROADWAY, NEW YORK CITY

SALE IN BANKRUPTCY.

Pursuant to an order made by the Hon. George C. Holt, one of the Judges of the United States District Court for the Southern District of New York, the undersigned has been authorized to sell all of the assets of Joseph McKee and Charles F. Harrington, to wit:

Office furniture, consisting of chairs, desks, tables, showcases, &c., one Marvin safe, one charge machine, a number of Lyndhurst bicycles, new and second-hand; a large quantity of frames, tires, tire tape, pedals, wrenches, grips, and bicycle parts and sundries; one hundred and sixteen pairs of Norway skates, and a quantity of materials used in their manufacture; one large lathe, one fully equipped electric motor, and a large quantity of tools used by the above-named alleged bankrupts in the manufacture of bicycles.

The property above mentioned may be inspected by prospective purchasers at 123 Warren street, Borough of Manhattan, City of New York, any time between the hours of 10 A. M. and 3 P. M., any day prior to September 26th, 1903.

Sealed bids for the stock, fixtures, &c., herein offered for sale may be submitted to the undersigned receiver at any time on or before 12 o'clock noon, September 26th, 1903, at his office at No. 71 Broadway, Manhattan, New York City, at which time said bids will be opened and the highest bid accepted, provided said bid shall not be less than three-fourths of the appraised value of the property. The receiver reserves the right to reject any or all bids, and in the event that the receiver shall reject all bids submitted to him as aforesaid, the assets above specified will be sold at public auction by the said receiver on the 29th day of September, 1903, at No. 123 Warren street, Manhattan, New York City, pursuant to notice which will be published prior thereto in the New York Times.

H. LINSLEY JOHNSON, Receiver,
71 Broadway, Manhattan,
New York City.

RIDE A

Cushion Frame

MODEL.

The Highest Grade

OF BICYCLE CONSTRUCTION AND THE MOST

Luxurious Bicycle Made

ALL DEALERS.

A. C. C. Wants Curbstones Removed.

At the September meeting of the Associated Cycling Clubs of New York, held last Monday night at the rooms of the New York Motor Cycle Club, the Universal Wheelmen of Brooklyn were admitted to membership. It was voted that in event of the Associated Cycling Clubs of Long Island deciding to disband at the next meeting, as is contemplated, the active club in that organization should be invited to join the New York association, which, since the formation of greater New York, is a body representative of the whole city.

The following was adopted unanimously:

Whereas, A new entranceway into Prospect Park has been made on the Ocean avenue side, between Gate No. 2 and Gate No. 3, and in connection with this new entrance there have been curbstones erected on either side which compel all cyclists to dismount; be it

Resolved, That these curbstones interrupt and greatly discommode thousands of cyclists who use the path on the outside of the park; that the cleavage of the cycle path at this point constitutes a serious encroachment upon a privilege that cyclists have enjoyed for more than eight years—an encroachment that makes the path obnoxious instead of inviting; that as this is the only one of six gateways where there are curbstones which compel dismounting, it would seem that they are not absolutely necessary, and that the Park Commissioner of the Borough of Brooklyn be earnestly petitioned to give this matter his attention and have the curbstones either removed or cut away so that they shall not constitute the only break in the continuity of the cycle path that has been for years the pride of New York and Brooklyn cyclists.

Cycle Path Handicap Tangle Unraveled.

The officials of the Cycle Path Handicap, run on the Coney Island Boulevard, met last Sunday and decided upon a number of protests received from riders who claimed to have finished in the first bunch of twenty, which was so big that the scorers could not take down the numbers of all the men in it. In all fourteen new names were put on as place prize winners, with the result of shoving out just that many from the tentative list originally made up and published last week. After all the protests in hand had been considered Referee John Barnett announced that no more claims would be considered. The time prize winners remained as announced, being the first five men to finish, all of whom started from scratch. The complete list of prize winners, as revised, is as follows:

- | | |
|-----------------------|-----------------------|
| 1. Charles Schlee. | 19. C. E. Milkowait. |
| 2. Oscar Goerke. | 20. K. Gunther. |
| 3. J. Townsend. | 21. J. Kopsky. |
| 4. H. Lind. | 22. William Kefolias. |
| 5. O. Dorlon. | 23. O. Nelson. |
| 6. John Wilkins. | 24. J. Leon. |
| 7. H. F. Cranston. | 25. Fred. Gebhard. |
| 8. W. B. Ferguson | 26. T. Rosendorf. |
| 9. T. Shortell. | 27. A. Guyler. |
| 10. J. J. Barry. | 28. O. C. Ludwig. |
| 11. C. S. Schneep. | 29. C. Kern. |
| 12. G. Ingledrum. | 30. C. G. Peene. |
| 13. M. Van der Dries. | 31. G. Holzhauer. |
| 14. A. J. Porson. | 32. A. Manzo. |
| 15. C. P. Soulie. | 33. M. J. Mamello. |
| 16. H. S. R. Smith. | 34. L. Merino. |
| 17. Gus Perdu. | 35. O. Schwab. |
| 18. J. Abrahams. | 36. A. R. Wilcox. |

"A Good Story will bear telling twice."

The story of the Manhattan Beach meet Sept. 5 and 7, is so good and conveys so much to motorcyclists and intending motorcyclists that it will bear repeating many times.

THINK OF IT!



THE INDIAN

finished **FIRST** in **EVERY** event and won

18 prizes out of a total of **22**

It took **EVERY** prize in the gasoline consumption test, covering the marvelous distance of

**19 miles, 1348 yds. on
ONE PINT,**

Costing Less than 2 1-2 cents.

It took **EVERY** prize in the skill contest, proving its ease of control.

It took **SIX** out of nine prizes in the four hours race, finishing first and second and winning the **SPECIAL PRIZE FOR THE GREATEST DISTANCE WITHOUT A STOP,**

131 miles, 1077 yds.

and then the tire flattened; the nearest no-stop competitor was 40 miles behind.

The **INDIAN** also won every race at Baltimore, Md., Trenton and Westfield, N.J., Brantford, Conn., and Lowell, Mass.

Will you judge and buy a motor bicycle by its works or by the words of its maker?

**HENDEE MFG. CO.,
SPRINGFIELD, MASS.**

ONLY SEVEN FIRST CLASS

Results of the Thousand Mile Reliability Contest in Great Britain.

After the usual delay the results of the one thousand mile reliability contest held by the Auto Cycle Club of Great Britain, August 10-22, have been announced. The judges divided the awards into three classes and presented certificates accordingly. A. V. Hooydonk, 3 h. p. Phoenix tricycle, received a silver medal for the best performance in the private owner class.

Out of the forty-four machines which essayed the trials, the number which absolutely completed them was twenty-six. Besides these, there were three which did everything except the speed test on the track, and one of these three had already put itself out of court because of the magnitude of a replacement which had been necessitated by a fracture. Of the twenty-six, seven have received first class certificates, twelve obtained second class certificates and four obtained third class certificates, the remaining three going away empty handed. The awards were as follows:

First class certificates—

| | Rider. |
|---------------------------------|--------------|
| 12 2¾ h. p. Bat (spring frame). | E. B. Blaker |
| 1 2 h. p. Bradbury. | Jimshall |
| 29 3 h. p. Chase. | F. W. Chase |

| | |
|----------------------|--------------|
| 13 2¼ h. p. Kerry | Hayes |
| 18 2¾ h. p. King | W. King |
| 20 2¾ h. p. Ormonde. | A. C. Wright |
| 24 2 h. p. Werner. | Young |

Second class certificates—

| | |
|---------------------------------|----------------|
| 34 2¼ h. p. Alldays. | Sims |
| 7 3½ h. p. Booth. | S. B. Moore |
| 2 2½ h. p. Bradbury. | Milligan |
| 35 2 h. p. F. N. | Chappell |
| 10 2½ h. p. Griffon. | Lambert |
| 4 2½ h. p. Jap. | Duffield |
| 25 2¾ h. p. Lagonda. | Gunn |
| 31 2¾ h. p. Matchless. | Collier |
| 3 2 h. p. Peugeot. | Galley |
| 36 3½ h. p. Phoenix tricycle. | A. Hooydonk |
| 19 2¼ h. p. Robinson and Price. | Mordell |
| 22 2¾ h. p. Werner. | J. Platt-Betts |

Third class certificates—

| | |
|----------------------|----------|
| 48 2¼ h. p. Ariel. | Bond |
| 26 2¾ h. p. Castell. | Castell |
| 14 2½ h. p. Phoenix | Mills |
| 43 3 h. p. Rex. | Applebee |

Machines receiving no award—

| | |
|-------------------------|----------|
| 17 2¾ h. p. Brown. | Coles |
| 33 2½ h. p. Ewart-Hall. | De Solla |
| 27 2 h. p. Jehu. | Clayton |
| 45 2 h. p. Spark. | Hirst |
| 21 2¼ h. p. Weller. | Curtis |
| 40 2¾ h. p. Werner. | Hoffmaun |

In dealing with the results the judges have had to take into consideration (1) reliability on the road, 70 marks being the highest total obtainable; (2) convenience, 10 marks; (3) lightness, 5 marks; (4) cheapness, 5 marks; (5) efficiency of brakes, 5 marks; (6) speed on the track, 5 marks; making 100 marks the greatest possible score.

As was explained in a previous issue of The Bicycling World, the run began on August 11 from Crystal Palace, and runs to

different places were made on different days, with one or two days of intermission. During the whole two weeks the machines could not be cleaned or tinkered. The routes were to Canterbury, Brighton twice, Worthing twice, Eastbourne twice, Folkstone and Basingstroke. The weather was persistently bad. During the first week some rain fell every day, and on several days it poured from morning until night. All things considered, the showing made was excellent.

The following analysis of the showing made by the various ports during the run was published by "The Motor." The chains referred to are, of course, the chains from the pedalling gear to the motor, the belt drive being used almost exclusively in England, in spite of the fact that all such trials result in belts being "seldom out of trouble."

1. Motor: Scarcely any troubles whatever.
2. Carburetters: Not many difficulties.
3. Ignition: Only minor troubles with the high tension (coil and accumulator) system.
4. Silencers: Quite satisfactory in nearly all cases.
5. Frame: Quite efficient.
6. Tires: Almost endless trouble in most cases.
7. Belts: Seldom out of trouble.
8. Clutches: Thoroughly useless and dangerous.
9. Chains: No trouble.
10. Brakes: Generally excellent.
11. Lamps: Could be stronger.
12. Lamp brackets: Too weak in many cases.
13. Saddles: Unable to stand the wet.
14. Portable stands: Invaluable.
15. Gauges for oil or petrol: Most useful.
16. Tanks, mudguards, pedals, foot-rests: No trouble.

FOR THE
FOURTH TIME

FRANK KRAMER
AND THE
PIERCE BICYCLE

HAVE PLACED THE
American Championship
TO THEIR CREDIT.

And the PIERCE is no less renowned for speed than for Comfort, Durability and Superior Workmanship and Finish. It has always been the choice of the discriminating purchaser.

HAVE YOU EVER "LOOKED INTO IT?"

THE GEORGE N. PIERCE CO.
BUFFALO. DENVER. OAKLAND.

Also Makers of
Pierce Motorette and Arrow Motor Car.

"The Nation's Pleasure Ground and Sanitarium"

THE ADIRONDACK MOUNTAINS.

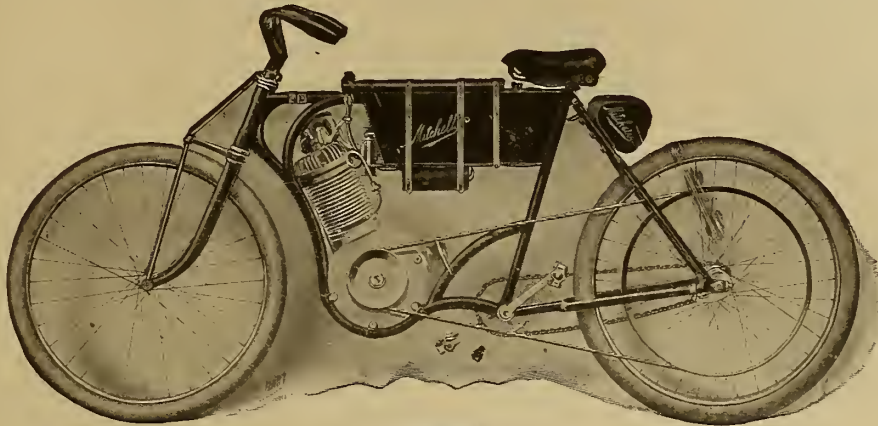
The lakes and streams in the Adirondack Mountains are full of fish; the woods are inviting, the air is filled with health, and the nights are cool and restful. If you visit this region once, you will go there again. An answer to almost any question in regard to the Adirondacks will be found in No. 20 of the "Four-Track Series," "The Adirondacks and How to Reach Them," issued by the

NEW YORK CENTRAL

A copy will be mailed free on receipt of a two-cent stamp, by George H. Daniels, General Passenger Agent, Grand Central Station, New York.

Mitchell Mile-a-Minute

3½ Horse Power



\$225.00

MODEL 53.

There are fast horses and slow horses, strong horses and weak horses,
BUT OUR HORSES

are out of three-and-one-half-inch-bore by four-inch-stroke and are the strongest, fastest and best bred in the world.

WISCONSIN WHEEL WORKS, Box A, Racine Junction, Wis.

New England Representative: AUTOMOBILE & MOTOR-CYCLE CO., East Rochester, N. H.

New York City Agent: HENRY ALLMEN & CO., 3 West 93rd St.,

St. Louis Agent: HARRY R. GEER, 1017 Pine St.

SHELBY COLD DRAWN SEAMLESS Bicycle Tubing

IT IS WELL KNOWN BY ALL MANUFACTURERS

that the Shelby Tubing represents the standard for Bicycle
construction—the greatest strength with the least weight.

WRITE FOR PARTICULARS, AS TO PRICE, ETC.

SHELBY STEEL TUBE COMPANY,

General Offices:

FRICK BUILDING, PITTSBURG.

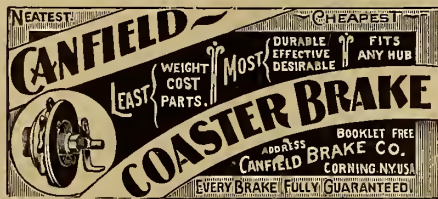
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NEW YORK AND CHICAGO.

WANTS AND FOR SALE.

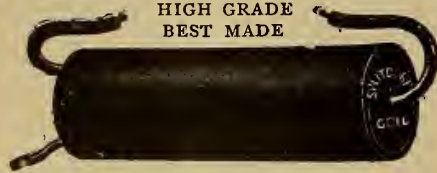
15 cents per line of seven words, cash with order.

FOR SALE.—Complete, ready to run Motor Cycle, \$55; also Thomas Motor Cycle, \$75.
BOWN'S BICYCLE AND AUTOMOBILE HOSPITAL,
Youngstown, Ohio.



JOHN S. LENG'S SON & CO.
4 Fletcher Street, NEW YORK,
CARRY A COMPLETE STOCK OF
BICYCLES, TIRES, SUNDRIES.
CAREFUL ATTENTION PAID TO
PROMPT SHIPMENT.

SPLITDORF SPARK COILS.
HIGH GRADE
BEST MADE



G. F. SPLITDORF, 17-27 Vandewater St., New York.



Special Stampings
FROM
SHEET METAL
THE CROSBY CO., - Buffalo, N. Y.

HAND AND FOOT PUMPS,

Oilers, Repair Tools,
Valves, Name-plates, etc.

Spelter Solder

Sheet Brass,
Brass Wire and Rods.

SPECIALTIES to order
MADE OF BRASS.

SCOVILL MFG. CO.

Factories: Waterbury, Conn.
Depots: 210 Lake St., Chicago.
423 Broome St., New York

HIGH GRADE

wheels must have the
best equipments.

There is nothing that gives more value for
the money than the use of the

MORSE TWIN CHAIN

**NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.**

The only chain having Frictionless
Rocker Joints. Insist on having the
Morse Twin Roller. Fits regular
sprockets.

Send for Catalogue and
Trade Price to

Morse Chain Co., Trumansburg, N. Y.

Write for 1903 Catalogue,
Bicycle and Automobile Supplies
THE KELSEY CO.,
BUFFALO, N. Y.

BARGAINS FOR BICYCLE DEALERS

**TIRES, COASTER BRAKES,
GAS LAMPS, Etc.**

Write today for complete Catalogue.

THE E. H. HALL COMPANY (Incorporated),
Jobbers Bicycles and Supplies,
72 Elm Street, ROCHESTER, N. Y.

Motor Equipment,

Applicable to any Motor Bicycle.

**THE A. CLEMENT CYCLE MOTOR
& LIGHT CARRIAGE COMPANY,**
HARTFORD. - - CONNECTICUT.

ATTENTION BICYCLE DEALERS

**Black Diamond and Rochester
GUARANTEED TIRES**

give the best satisfaction and afford you a nice
profit. Write us for prices.

The SIDNEY B. ROBY CO., Rochester, N. Y.,
Jobbers of Cycle Supplies.

ALL ROADS ARE EASY WHEN THE



**STAR
BALL
RETAINER**
IS USED.

With millions in daily use, it has stood the test for
more than five years, and is adaptable to ball bearings of
any kind.

If you are users of ball bearings we would be pleased to hear
from you and mail you our catalog with the latest information
which we know would be profitable and interesting to you.

THE STAR BALL RETAINER CO., Lancaster, Pa., U. S. A.

The Week's Patents.

738,174. Bicycle Track. Robert H. Erwin, Cleveland, O. Filed May 29, 1903. Serial No. 159,260. (No model.)

Claim.—1. The combination of a stationary bowl cycle track and a vertically revolving cycle track associated therewith.

2. The combination of a stationary-bowl cycle track, a vertically-revolving cycle track and a vertical stationary outer rim therefor.

738,180. Bicycle-Bearing. Herbert B. Gillette, Benton Harbor, Mich. Filed Jan. 9, 1900. Serial No. 902. (No model.)

Claim.—1. In a bicycle, the combination of a hug; a boxing therefor; an axle; rollers; double flanged collars sleeved upon said axle and shouldered into said hub and secured thereto to retain the rollers in position and to exclude the dust, all co-acting for the purpose specified.

738,559. Motor-Bicycle. Johannes W. Meijer, Velp, Netherlands. Filed Jan. 10, 1903. Serial No. 138,534. (No model.)

Claim.—1. In a motor bicycle, the combination of a frame made up of two sides, each of which sides is made up of two bars or members joined together, the said side frames being parallel throughout their extent, a quadrangular frame extending transversely between the front ends of the side frames, a front-wheel fork pivotally mounted in the said quadrangular frame, a piece extending transversely between the rear ends of the side frames, a seat supported upon said transverse piece, wheels journaled respectively in the front fork and in the rear part of the frame, a motor arranged between the side frames and driving connections from the said motor to the rear wheel, substantially as described.

How Aluminum is Produced.

The world's supply of aluminum is produced almost solely by the electric furnace. The processes used consist in the electrolysis of alumina dissolved in a molten bath of some other more readily fusible salt—generally the mineral cryolite, which is a double fluoride salt of aluminum and sodium, is used for this purpose. Theoretically 1 electrical horsepower day will produce 4.7 lb. of the metal; commercially, however, the output is only about 1.25 lb. No workable process has as yet been discovered for producing aluminum by electrolyzing an aqueous solution of an aluminum salt.

"The Motor: What It Is and How It Works." See "Motocycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

"PERFECT"

OILER.

For High Grade Bicycles. The best and neatest Oiler in the market. **DOES NOT LEAK.** The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequalled. **Price, 25 cents each.**

We make cheaper oilers, also.

CUSHMAN & DENISON MFG. CO., 240-242 W. 23d St., NEW YORK

The Bicycling World

AND MOTOCYCLE REVIEW.

In which is incorporated "The Wheel and Cycling Trade Review" and the "American Cyclist."

Volume XLVII.

New York, U. S. A., Saturday, September 26, 1903.

No. 26

GETS DOUBLE FLEXIBLE

Hygienic Acquires Rival Cushion Frame and Henceforth Will Market Both.

The Double Flexible spring frame, or cushion frame, as it henceforth will be termed, is now the property of the Hygienic Wheel Company. When the Sager Gear Company announced its intention of winding up, George N. Pierce personally made a bid for the Double Flexible stock and patents, and, his offer being accepted, after obtaining title he transferred the patents and property to the Hygienic Company.

The latter will now market both the Hygienic and Double Flexible cushion frames, both of which will be manufactured by the George N. Pierce Company, Buffalo, which, as is well known, long has been producing the Hygienic fittings.

The policy of the Hygienic Wheel Company will undergo no change. As heretofore, it will make the cushion frame, whether Hygienic or Double Flexible—a badge of quality that will tell the world at a glance that the bicycle to which it is applied is a high-grade one, which cost its owner not less than \$50.

Favoring the Metric System.

The Customs Congress of the South American Republics has adopted an important resolution relative to the metric system. The congress voted unanimously in favor of the adoption, believing it to be the more easily adapted to general use, and that its adoption would accomplish economy in the handling of commodities internationally.

Extent of German Motorcycle Trade.

Evidence of the extent of the motorcycle trade in Germany reached the Veeder Mfg. Co. this week in substantial form. It took the shape of an order for fifteen gross of Veeder motorcycle cyclometers.

Increased Capital for Pierce.

The George N. Pierce Company, of Buffalo, N. Y., have increased their capital stock from \$280,000 to \$315,000. The certificate was filed on September 18.

Pope Sells Paris Branch.

There no longer will be a Pope branch in Paris. This state of affairs is due to the presence in this country of Felix Fournier, of Felix Fournier & Knopf, who this week convinced the Pope people that his firm was positioned to give them proper representation in the French capital and throughout the republic. Accordingly, a contract was entered into whereby the Fournier firm takes over the branch and the stock of some 3,500 bicycles that were carried in warehouse and assumes the French agency for the entire Pope line. W. C. Johnson, who went from Hartford about two months since to assume the management of the branch, will return home at once.

Mr. Fournier will, however, continue to handle, also, the Eagle and other American bicycles, which he has carried in the past. He has been in this country for some six weeks, and closed several other advantageous deals, despite the fact that he has felt the effect of the rising market that prevails. He remarked that he has been obliged to pay some \$2.50 more for bicycles similar to those purchased two years ago, while the market he found bare of really cheap machines that he also sought.

Mail Order Camp is Disturbed.

Apparently the mail order business in bicycles in this country has about run its course. It has been almost common property that one of the best known concerns engaged in the business in Chicago was so hard hit this season that it carried over 20,000 bicycles, having sold only about half the number contracted for, and at greater expense than ever before; and this week it became known that the high priest of the Mead Cycle Company, also of Chicago—J. H. Phillips—had severed his connection with that concern to henceforth devote himself to dangling the mail order machine before foreign buyers.

Phillips has been generally credited with having built up the Mead business to its once large proportions, and his resignation at this time is full of significance. During the last year or two he has shuttled between the Mead establishment in Chicago and the one in Liverpool, where, equipped with English accessories, and bearing the name plate, "Mead Cycle Company, Liverpool," the Mead machines have passed as the native article.

TIRE PRICES RAISED

An Increase all Along the Line and Possible That They may go Still Higher.

The advance in the prices of tires, which the Bicycling World foreshadowed several weeks since, is now in full effect. The increase is general and applies to all brands, all tire makers having entered into the agreement.

The greatest advance is on unguaranteed goods, and approximates 25 per cent; the minimum price on such tires is \$2.25. The price of the guaranteed article is not so greatly affected, but has been advanced also, the minimum now being \$3.25.

There is no assurance, either, that these figures will be long maintained. Crude rubber is still soaring, being now quoted at \$1.10 per pound, and, with fabric costing nearly double, one prominent tire manufacturer stated only yesterday that, in his opinion, a further increase would shortly be found necessary.

Dividend for Day Creditors.

The trustee of the Day Mfg. Co., Buffalo, has ordered a first dividend of 15 per cent. paid to the creditors. An allowance of \$2,400 gross has also been made for the receivers and their attorney for their services from the commencement of the bankruptcy proceedings until the appointment of the trustee. The latter is continuing the business and disposing of the stock on hand.

Thieves Take Hartford Tires.

The Buffalo branch of the Hartford Rubber Works Company was robbed of a quantity of tires early Wednesday morning. The thieves are supposed to have used an automobile in carrying off their booty; this, at least, is the supposition of the police, whose station is within sight of the store.

Surre Seeks Coast Trade.

W. J. Surre, assistant secretary of the Corbin Screw Corporation, is now well on his way to the Pacific Coast. Advice received from Denver state that he was "tickled to death" by the largely increased volume of orders being booked for the Corbin Duplex coaster brakes.

CASTLE COMES BACK

Covered all of Europe and Talks Interestingly of Conditions That Exist There.

After a three months' trip through Europe and Great Britain, F. E. Castle, of the Twentieth Century Mfg. Co., has returned, refreshed both by change of scene and air and continued success in the exportation of Twentieth Century lamps.

Mr. Castle travelled through England, Ireland and Scotland, Norway, Sweden and Denmark, Russia, Holland, Belgium, Austria, Germany, Switzerland, France and Italy, in each of which countries Twentieth Century lamps are sold.

Asked how he found business, Mr. Castle said that he had established some new agencies, besides renewing contracts with old ones, and that the outlook was a satisfactory one. The bicycle business has suffered abroad similarly to what it has here, he says, and has settled down to a staple trade; but the motor bicycle is on a wave of growing popularity in Europe.

In Germany there is a big demand for cheap lamps, in supplying which the American makers cannot compete successfully with the home industry because of the very cheap labor in Germany and the tariff. The competition is on the high grade goods, and that is better in Belgium and Austria, where the German lamps have to pay as much duty as the American. For strongly made and simply operated gas lamps, as nearly "fool proof" as possible, there is a steady demand that marks a healthy condition of trade, and it is this demand that the high grade American lamps help to supply. The demand is mainly for gas lamps on the Continent, although the contrary is true in England. The main feature of difference in the export demand is that the Europeans want a spring bracket instead of the rigid ones used here. The single point burner is commonest over there, and the bigger field of light thrown from the fishtail burners put on the exported lamps helps to sell them.

"There is no boom in the export demand, and I do not want it inferred that I say there is," said Mr. Castle, "but our business is fully up to that of last year, and the prospect is very satisfactory. While bicycles may never be a craze again, they will be made and ridden after you and I are dead. The bicycle has become a common carrier, and coming generations will demand it."

Comparing the lamp business abroad and at home, Mr. Castle said that the ordinances abroad compelling riders to carry lights at night are enforced, and that makes the demand over there better. He thinks the lamp ordinances should be enforced here.

When the prospect of a show was mentioned to him Mr. Castle said:

"I will be glad to see a bicycle show, one here and one in Chicago. We need shows

and racing to arouse enthusiasm and get the people talking bicycle. They never should have been abandoned. In England it is impossible now to secure space for the Stanley show. If there is a show here we will be in it. The show should be run by the manufacturers, and if there is any profit it should be divided among them. The price of admission should be a popular one, less than 50 cents, so as to get the people there. I am one of those who do not believe that cycling has gone to the dogs. I dislike to hear such talk. A show will help to check it, and we will do our share if one is to be held. I think every one would join in it, if it is done properly and not overdone, as it was in former years."

Greatest Year for Nationals.

For the National Cycle Manufacturing Company, Bay City, Mich., the season of 1903 was the best in its history.

This gratifying information was let fall by F. C. Finkenstaedt, secretary of the Bay City concern, in the course of a conversation with a Bicycling World man on Saturday last. When the statement was commented on Mr. Finkenstaedt remarked, placidly enough, that the National record this year was particularly remarkable only because the increase of business was amassed despite unfavorable weather in the West and on the Pacific Coast, in which territory the demand for National bicycles always has been strong. There never has been a year since the company started to build bicycles, he said, that the books have failed to disclose an improvement on the preceding year.

The information is really good and encouraging news for the whole trade, as the National policy of "high grade bicycles only" is well known, and their success, in the face of both pessimism and unfavorable weather, indicates clearly how the public has turned from cheap nondescript bicycles, and proves that good bicycles, backed by intelligent and aggressive effort, bring adequate reward.

Knight's Ambitious Motorcycle Tour.

W. J. Knight, of Chicago, has practically completed arrangements that will lead to his making a circuit of the United States on a motor bicycle. He will use a Merkel, and both his pen and camera will contribute to the Motorcycle Magazine. Knight is an enthusiastic and experienced motorcyclist, and the route he is mapping out assures a fund of interesting narrative and illustration.

Shanghai's Successful Meet.

China maintains its interest in cycling, and the Shanghai Cycling Association, which has been in existence eight years, held a successful race meeting recently.

The Retail Record.

Saratoga, N. Y.—Fred Hawkins; fire.
Walsenburg, Col.—B. C. Newlove; fire, loss \$450, no insurance.

JAPAN'S QUEER LAW

Patent Provisions That Permit Foreign Makers to be Robbed of all Rights.

"Manufacturers in the United States are perhaps not aware that under the present Patent Law in Japan, any person or persons who first apply to the Patent Office on certain goods, made either at home or abroad, has or have the exclusive right to sell them throughout the empire; thus, any person or persons who are the originators or manufacturers of the goods, at home or abroad, cannot make any use of their rights in Japan unless he or they are the first applicants for these rights at the Patent Office at Tokio, and get patents on the goods at that office," writes a Japanese correspondent.

"Within the past few months a couple of bicycle dealers in Japan got patents on several bicycle parts, such as bells, wrenches, coaster brakes, etc., without the consent of the original manufacturers of the goods, but the said dealers being the first to apply for patents, the manufacturers of the goods in the United States cannot sell their goods to other dealers in Japan, who have a much better financial standing, who are honest, and also do a more extensive business. Such patentees do a vast amount of harm to the rest of the dealers, as well as to the original manufacturers of the goods.

"For these weighty reasons we strongly advise all manufacturers to make first application to the Patent Office at Tokio in order to secure their rights on new and old goods originated by them and manufactured by them—that is, if they think their goods are salable in Japan.

"It would be well for all manufacturers who wish to secure these rights to take immediate action and get their patents; otherwise it will be too late, and their goods will be entirely driven out of the Japan market."

Increase of 100,000 French Bicycles.

Nearly one hundred thousand more bicyclists last year than there were the year before, is the record shown by the national tax of France, where every bicycle is taxed, and so an accurate record is kept. If there was a similar record in this country a similar increase would undoubtedly be shown, for the use of the bicycle is now increasing with the growth of the population. The tax of 1901 in France showed a total of 1,106,768 bicycles, and last year taxes were paid on 1,201,742, an increase of exactly 94,974. The statistics of the eight years from 1895 to 1902 show an increase every year as follows:

| | | | |
|-----------|---------|-----------|-----------|
| 1895..... | 256,084 | 1899..... | 838,856 |
| 1896..... | 329,816 | 1900..... | 987,130 |
| 1897..... | 408,869 | 1901..... | 1,106,768 |
| 1898..... | 483,414 | 1902..... | 1,201,742 |

BLAMES HARD SADDLES

Assertion That They Helped Injure Cycling Interests—The Whys and Wherefores.

Many reasons have been put forth from time to time to explain the cause of the decline of cycling. Of those having to do directly with the design or construction of the machine may be mentioned high gears and comfortless machines arising from the use of small tires and the absence of vibration absorbing devices. The speedman formed only a small portion of the mass of cyclists, yet the cycle was designed for him and the needs of the comfort seeking rider almost entirely ignored.

In a measure this is the view taken by Charles A. Persons, of the Persons Mfg. Co., makers of the saddles bearing that name. It is the saddle, however, that he takes for his text, and he builds up an ingenious and plausible theory which must attract attention even at this late day.

"I believe that the greatest blow ever given cycling in this country was the appearance of the hard based saddle," he says. "With its introduction began the decline of cycling. Other causes may have contributed, but I know of none other so capable of annulling the happiness and the enthusiasm of the riders. The use of bicycles and suspension saddles increased until the season of '96 and '97, at which time scores of makers began supplying hard based saddles. While the latter saddles were, perhaps, well adapted to track racing, they were little better fitted for regular road use than iron cleated running shoes would be for the avenue or crash suits for winter wear. But what the racing man and the scorcher cried for the agent bought and carried and recommended.

"The saddle makers all fell in line with the attempt to make all bicycles either racers or to look like racing models. In either case it required small tires, drop bars and saddles of unyielding form, containing hard bases, sharp pommels and rigid springs.

"But the agent who pushed such saddles among his customers was giving bicycling slow poison. In making a road machine look like a racer, and saving an ounce or two here and a few pennies there, those who held the future of bicycling in their keeping sacrificed it and sacrificed themselves with it.

"Consider just one bit of evidence. In England the bicycle was never more popular or the trade more sound than it is to-day. There they are using suspension saddles almost exclusively. Here we continue to use hard based saddles, and everybody knows the result.

"It is a fact that both the appearance of the saddle and the amount of comfort its rider gets out of it count. You have but to look at the regulation bicycle, with its springless, comfortless, 'scorchy' saddle to see that it gives the key to the whole ma-

chine. It is a machine for the scorcher, not for the staid rider who wishes to see the country as he passes through it. And when such a rider gets on it, what is the result? There are no springs or other devices to absorb the road shock, and the unhappy user is jolted and rattled until he is stiff and sore in every bone.

"How much better it would be if the saddle had been built for comfort—one that looked like a seat and suggested the Pullman coach instead of the freight car? A saddle of that kind—well designed and made, with nothing but yielding leather and resilient springs between the rider and the frame of the bicycle—would change utterly the aspect of the machine, and invite the average person instead of repel him.

"That is my theory, at least, and I firmly believe two things: First, that bad and unsuitable saddles have wrought immense injury to the pastime, and second, that a change even at this late day would work wonders in the way of reviving interest in cycling."

His Opinion of Coaster-Brakes.

"The man who rides a bicycle without a coaster brake is a chump of the first water." This was the emphatic declaration of a cyclist whose experience dates back to the early '80s, and who this spring became a convert to the coaster brake. "I don't care who he is or where he lives, he is a chump, and fools no one so much as himself. I feel like kicking myself when I think that for several years I was one of them, and steadily threw away several thousand miles of keenest pleasure. I wouldn't now ride a machine with a fixed gear unless poverty or a big price forced or tempted me to do it."

Fines for Club Run Lapses.

The road officers of the New York Motorcycle Club have, by general consent, instituted a system of small fines for lapses on the part of members participating in club runs. Failure to start on time means a penalty of 10 cents, running away from the party entails a fine of the same amount and not stopping when a halt is ordered, 5 cents. The scale covers a wide ratio of "offences." The funds accumulated go to help provide refreshments at the club's bi-weekly "talks."

Loose Plug Spoiled Compression.

Little things frequently affect the power of an engine. Such an apparent trifle as a spark plug not fully screwed into the head of the motor is an illustration of the sort recently brought to notice. The motor worked all right, but was strangely lacking in power. When the plug was securely tightened and full compression thus insured the effect was marvellous. The machine that previously crawled then ran like a scared deer.

Rat-trap pedals, which do not grip the shoes well, should have their teeth touched up with a file. Do not make the points too sharp, however.

STOLE TO SERVE STATE

Remarkable "Reasoning" of a Japanese Thief With a Remarkable Record.

The Kobe (Japan) police recently took into custody a young man whom it is believed "holds the record" for cycle theft. According to the best information, he stole more than 200 bicycles during a period of about eighteen months. He labors under the name Sawa Kazuyuki, and began his operations in January of last year, when he disappeared with a hired machine.

It has been discovered that from that time up to the 13th of the following June he stole five machines in all in Kobe. He then made his way to Kumamoto, and there managed to steal five, three in Moji, five in Shimono-seki, four in Hiroshima, seven in Okayama, five in Onomichi, three in Himeji, twelve in Osaka, three in Kyoto, two in Otsu, four in Gifu, six in Nagoya, three in Shizuoka, eleven in Yokohama, twenty in Tokyo, three in Sendai, four in Tsuruga, eight in Fukui, two in Toyama, six in Kanazawa and eleven in Niigata, in addition to fifty or sixty in other places. It is somewhat extraordinary that the man should have been able to dispose of all these machines. Towards the end of June last, however, he returned to Kobe. Several of the thefts were reported to the police, and the authorities were on the alert, the man being arrested while he was riding bicycles which he confessed to having stolen.

Although of reputable parentage, Kazuyuki began stealing while at school, and though but twenty-four years of age, has served six terms in jail. The young scoundrel is not, however, devoid of cleverness, as the "reasons" he gave for his wholesale thefts go to show. This was his specious defense:

"The bicycle is a very convenient machine for travelling about, but as it is not manufactured in Japan as yet, we have to look to foreign countries for its supply, and all the gold of the Empire flows out for it, and the Empire is the poorer. The bicycle is an article of luxury, and those people who use it are not old men who are unable to walk, but young, able-bodied men. This will have a bad effect on the physique of the Japanese. I am very anxious to remove this evil, and the best way to do this, I thought, is to destroy all the bicycle shops, and I have gone for stealing the machines. My action is self-sacrifice for the good of the State, and I have no personal interests at all in stealing them. I sold a few of them to pay my travelling expenses, but most of the machines I stole I destroyed myself or threw away. I think about a dozen of the bicycle hire shops became bankrupt in consequence of my action."

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Japan's Queer Patent Methods.

If the correspondent whose comments on Japanese patent procedure are reproduced elsewhere is correctly informed, the matter is a very serious one, and well worth looking into. Briefly, he states that in the Japan patent office the principle of "first come first served" as in force. A person has but to make application for a patent on any article, whether made at home or abroad, to have it granted him. He need have no interest, proprietary or otherwise, in the article, yet he obtains the patent on it; and when the rightful owner comes along and asks for protection for the product of his brain it is denied him. In fact, it is worse than this, for a prior claimant has obtained the coveted grant and the rightful owner is nothing more or less than an interloper.

In view of the fact that Japan is our best customer, the matter assumes unusual seriousness. In the face of the present law, no maker who ships cycles, parts or sundries to

Japan is safe unless he first protects his goods by taking out a patent on them. Fortunately this is not difficult. The very facility afforded pirates to obtain protection fraudulently smoothes the way for the maker or shipper of the goods. He has but to apply for a patent before any one else does, and it is granted him. If he does not he is likely to undergo the misfortune of having his own goods characterized as another's and driven out of the country.

No Longer a Chain Question.

Time was when the chain was one of the most talked of parts of the bicycle. Sometimes praised, but more frequently condemned, it was a constant topic of discussion. Sizes and types, naked or covered, loose or tight—these were some of the disputed points, and they were argued to the bitter end.

To-day the average rider knows little and cares less about his chain. It is an essential part of the machine, and it does the work in an unexceptionable manner. It rarely breaks, grinds, jumps the sprocket teeth or runs hard, as was formerly only too frequently the case. What more does its owner want? What more could he ask for? It would be useless to tell him that there is still a chain question, that it is an open question whether the type he uses is equal to another used elsewhere, or that there is any doubt about the wisdom of abstaining from gear cases.

It is the same way with chain widths and weights. No one ever thinks of complaining that the present widths and weights are wrong. They are not. They stand up, and that, after all, is the real test. If they broke or gave trouble in other ways it would be different. But they do not, and the makers could very well exclaim that the proof of the pudding is in the eating thereof.

As far as chain patterns are concerned, the situation is little changed from that of half a dozen years ago. The block chain still dominates, the predicted advance of the roller type not having taken place. We started with block chains in the early safety days, and soon replaced them with the roller variety. An improved block displaced that crude roller and has held the field ever since. Other countries have evolved an improved roller chain and use it almost universally. But we are steadfast in our adherence to the block, and pay little or no heed to the songs sung in praise of the rival type.

One reason for this utter indifference is

found in the equally complete lack of knowledge concerning it. Since it went out of fashion ten years ago the roller chain has been an unknown quantity to the overwhelming majority of American riders. One American maker has pushed it steadily, and with a measure of success; but with this exception the block type has been made and sold and ridden to the complete exclusion of the rival type.

In its original form the roller chain was made in a large pitch—never smaller than one inch. With its subsequent improvement, however, came the discovery that it was improved by being made in the one-half inch pitch form. Extended trial demonstrated the correctness of this theory, and for a number of years the half-inch pitch has been a prime favorite.

It is found that a roller chain will run better under adverse conditions than the block type, while equality is claimed when the conditions are favorable—that is, when the chain is clean and well lubricated. Mud and dust do not appreciably affect the roller chain, and lubrication, while desirable, is not essential. With a correctly designed and soundly constructed chain, a chain in which the rollers really roll, the passing over the sprocket teeth is attended with small difficulty, no matter how dirty both the chain and teeth may be. In that lies the strength of the chain. In the half-inch pitch form, the size of the rollers appears to add to its efficiency, owing to the increased number of sprocket teeth engaged.

It has seemed for several years as if the roller chain must receive attention. So far this expectation has failed of realization, a failure due largely to the satisfactory character of the block type. How much longer that fact will avail to ward off competition is still a problem.

An Unsatisfactory Explanation.

As an apologist Park Commissioner Young of Kings and Queens counties does not score any noteworthy success by his reply to the resolution of the Associated Cycling Clubs of New York, concerning the new Lincoln Road gateway to Prospect Park, along the sides of which the Commissioner has caused to be erected curbstones that compel cyclists to dismount.

The Commissioner says that he intended to have the curb cut down, but, after careful observation of conditions, has decided not to do so because of the great danger of such a course.

It would have been very instructive if the

Commissioner had made plain what the great danger is. He fails to do so in what he says about the approaches to the entrance. He talks about a "very steep grade" on Lincoln Road from the Brighton Beach cut to Ocean avenue and about the short curve of the drive to the new gateway. There is as bad a curve at gate No. 1 and another at gate No. 4, and at the latter the exit from the West Drive is made from the worst hill in the park. The observations of the Commissioner on the conditions must have been made mostly diagrammatically, for there has been little actual traffic through the new gateway. He uses it more than any one else.

These new dangers just discovered by Park Commissioner Young must be of a most peculiar sort, since they are decreased by persons walking slowly past the gateway and leading their bicycles instead of riding. It is evident that the Commissioner knows very little of the exigencies of cycling. He speaks of the necessity of restraining travel of all sorts at that point, but has provided for the restraint of cyclists only. From the remarks about the grades and curves, it is plainly the idea of the Commissioner that drivers will dash through the entrance both ways. He has therefore arranged to prevent cyclists from dashing out of the way of the hoofs, as they could do if mounted.

All cyclists use prudence when crossing such a place. They dismount when the traffic makes it advisable to do so. The great objection to the curbstones is that they make cyclists dismount when there is no necessity to do so. The traffic there is very light, consisting largely of the carriage of the Commissioner, yet cyclists must dismount always.

The explanation of the Commissioner does not explain. The new gateway puts a premium on reckless driving rather than anything else. The idea seems to be that the many cyclists must look out for the drivers while the latter may bowl along.

Park Commissioner Young's reply to the protest is most unsatisfactory.

Boss Tweed's "What are you going to do about it?" was at least frank.

Periodically it becomes necessary to remind the venerable secretary of the League of American Wheelmen that his letters, giving his plain, unvarnished opinion of that organization, and relating how he would "bust it" if his job was taken from him, are still carefully preserved. The present is an occasion of the sort.

TOEPEL ON IGNITION

Interesting Talk by Expert Electrician— Intensifiers and Spark Gaps Compared.

If all of the New York Motor Cycle Club's "bi-weekly talks," which are to be made a feature of the winter season are as interesting and instructive as the first one which occurred on Saturday night last at the club's rooms, 1,904 Broadway, there can be no doubt that in this vicinity at least there will be many riders possessed of a better understanding of their machines and better fitted to intelligently care for and operate them.

Michael E. Toepel, the one-armed first lieutenant of the club, who is an expert electrician and coil maker connected with the Splittorf laboratory, was the lecturer of the evening. "Ignition" was his theme, which was well illustrated by suitable apparatus.

He explained the difference between intensifiers and spark gaps. Many persons, even in the trade, he said, confused the two, which were in no wise related and were each separate and distinct. The intensifier is merely a roll of rubber and tin foil, similar to the condenser that forms part of the spark coil; the spark gap is the usual attachment which provides a break in the secondary circuit—that leading to the spark plug—and its only benefit is when the plug was carbonized; under such conditions, and due to unsolved phenomena, it added strength to the current and enabled the spark to penetrate the soot and jump from one terminal to another. The popular supposition that with a clean plug it provided a better spark, Mr. Toepel said, was erroneous. The intensifier had come into but limited use, and, in his opinion, was utterly worthless. It might provide a long spark or a bright one, but it is a hot spark that is required for explosive engines, and the hottest spark, the lecturer said, was obtained when the plug terminals were in closest proximity. He believed they should be brought as closely together as possible without touching, and, with his apparatus, illustrated the advantage of the adjustment, and also clearly showed the difference between hot sparks and merely bright ones. With the sparking terminals close together the space was of a red hue and spread itself out, blur-like; placing a bit of tissue paper between them, it was instantly set afire. With the terminals further apart, the spark was more of a stream than a blur; it was, possibly, brighter, and certainly was bluer, and, though it did not appear to lack strength, that it contained no heat was made evident when the tissue paper was placed between the points; the paper was not even scorched, though the current was kept applied for a full half minute. The wider the terminals were separated the thinner the electric stream became.

Mr. Toepel also exploded another idea common to novices. The "finger test"—that of bringing together the trembler blade and platinum-tipped screw, to obtain a spark at the contact breaker—did nothing save to show that the primary current was, or was not, correct; it did not indicate that the plug itself was sparking, nor did a fat spark at that point signify anything. As a matter of fact, when the engine is traveling at high speed there is no spark whatever showing at the contact breaker; its appearance there under such conditions indicates a waste of current. When a short circuit in the secondary or plug circuit is suspected Mr. Toepel advised that the wire be detached from the plug and held about one-quarter of an inch from the metal end of the plug and the current applied. In nearly every instance, he said, a clicking noise would be heard; the noise is not always readily located, but when it is heard it proves the existence of a short circuit somewhere in that circuit.

Mr. Toepel advised strongly against the purchase of undated batteries. The cell that had remained on a shelf for six months was not dependable and should be avoided. He also laid stress on the necessity of using cells of equal, or nearly equal, strength; otherwise the weak cell merely sapped the strength of the strong one, and the effect was the same as forcing a stream of water through pipes of different diameters. To couple up cells of, say, 10, 8 and 6 amperes, would be equivalent to sending a stream of water through 10, 8 and 6-inch pipes; the strength of the current is increased, but the volume, or quantity, is reduced, and it is quantity that is necessary. Mr. Toepel did not think batteries of great amperage were particularly advantageous. Above a certain amperage they partly consumed themselves and reached a normal level. He knew an automobile manufacturer who required a guarantee of 25 amperes from his battery maker, yet it was notorious that these batteries quickly ran down to 14 or 15 amperes, and there remained for a considerable length of time. Mr. Toepel himself is now using in his motor bicycle batteries which originally measured 18 amperes, which had run down to 10, and there remained for several. After twelve miles they now registered 4, and were still serviceable.

To one of the audience, who complained of a set of batteries that had "died" within a few days, due to the unaccountable presence of water in the battery box, the lecturer laughingly explained that the water was due to the "boiling over" of the batteries, and that the "boiling over" was a certain indication of a bad short circuit somewhere in the machines, which the questioner acknowledged had proven the case. Mr. Toepel explained, further, however when on the store shelf were not rare, when on the shelf were not rare.

The British General Postoffice has asked for bids for a further supply of 800 bicycles.

STRIKE AT CYCLE PATHS

Commissioner Young Refuses to Displace Curbs—Rumored Abolishment of Paths.

It looks very much as though cyclists do not count for much with Park Commissioner Young, of Brooklyn, and as if the curbstones at the new Lincoln Road gateway of Prospect Park, which he uses himself, will remain where they are. It has since been learned that curbstones have been placed on the Ninth avenue side also, at the Third street entrance. The opinion of cyclists is that Park Commissioner Young proposes eventually to abolish the cycle paths alongside of the park and keep them for pedestrians exclusively, compelling cyclists to use the street roadway.

In order to make sure that cyclists will dismount at his new entrance way, the Park Commissioner has now enlisted the aid of the Police Department, and a policeman is now stationed at the Young curbstones to compel all riders to get off. A pole, with the hat of the Commissioner on it, for cyclists to salaam to, has not yet been erected. A member of the Police Department who rides a bicycle remarked to a member of the New York Motor Cycle Club: "You will be lucky if in another year Commissioner Young permits you to ride in the roadway."

Following is the reply sent by the Park Commissioner to the resolutions adopted by the Associated Cycling Clubs of New York:

"September 19, 1903.

"Mr. R. G. Betts, Secretary pro tem., No. 154 Nassau street, New York.

"Dear Sir: I am in receipt of yours of the 18th inst., conveying resolution of the Associated Cycling Clubs with reference to the Lincoln Road entrance to Prospect Park, and beg to say it was my intention to cut the curb down to enable cyclists to cross the road without dismounting, but, after careful observation of conditions, and realizing the great danger of such a course, have decided not to do so, but to allow the wheelmen to dismount.

"The conditions at that point are peculiar. From the Brighton Beach cut there is a very steep grade to Ocean Avenue, which makes it dangerous for drivers coming from that direction to the park. The course from the main drive to the Lincoln Road entrance is exceedingly short and curved, and I fear very numerous accidents would occur at that point if travel of all kinds were not restrained and watched closely. I therefore think it for the safety of cyclists as well as pedestrians and drivers that cyclists should at that point dismount. Yours very truly,

"RICHARD YOUNG, Commissioner."

Hillside Track Action Adjourned.

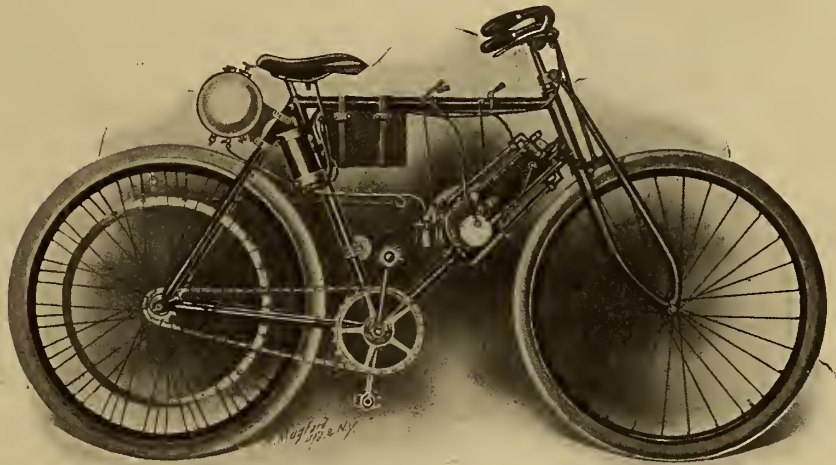
The law proceedings against the Hillside track in Belleville, N. J., are of a lingering character. Vice Chancellor Emery, at Newark, on Tuesday morning, adjourned for a

week the application of Guy Macconnell, of Belleville, to attach for contempt of court the managers of the Hillside bicycle track. Some time ago Mr. Macconnell obtained from Vice Chancellor Stevens an injunction restraining the managers of the track from conducting Sunday bicycle races in such a manner as to annoy and disturb the Macconnell family. September 12, Sommer & Adams, counsel for Mr. Macconnell, obtained from Vice Chancellor Emery an order to show cause why the managers of the track should not be attached for contempt of court on a number of affidavits, which he submitted, claiming that the noise on the track was as great as ever and the Sunday races as much of a nuisance.

The hearing was appointed for Tuesday, and the postponement was made by agreement of counsel on both sides.

Clement is a Rare Bargain.

By shifting the gasoline tank from the head to the rear forks a marked improvement has been made in the appearance of



the Clement motor bicycle, as the accompanying illustration testifies, and at the price it is now temporarily being sold, \$135, it is a rare bargain; as a further discount to agents is offered, it is one that should appeal to the dealer not less than the rider. The equipment, which includes G. & J. tires, Pope or Corbin coaster brake, Persons motor seat and Splitdorf coil, is really the best that money can buy.

Taylor's Annual Retirement.

"Major" Taylor is at home again in Worcester, Mass., after a very successful forage through Australia and Europe. Taylor has again announced that his retirement from racing is about to occur. While he made the same announcement last year, more credence is now given to it. Taylor has acquired a snug sum, and his prudence is well known. He says he wants to quit before he becomes a "has been" and ceases to be a steady winner. He expects to get an engagement with an automobile concern.

TWO COURSES OPEN

A. C. C. of Long Island to Either Disband or Join Forces With New York Body.

On last Monday night nine out of the fifteen clubs forming the Associated Cycling Clubs of Long Island were represented at the regular monthly meeting to vote on the motion to disband the association, which all had been notified would be made. The attendance showed that the delegates could be brought out when there was something interesting on hand. The motion was made, in order to get it before the meeting, but it was not put to a vote. An amendment was made to the effect that the organization should join forces with the Associated Cycling Clubs of New York. Ultimately a motion was adopted requiring a circular letter to be sent to each club requesting it to give instructions to its delegates to vote at the November meeting for either the disor-

ganization, continuation or amalgamation of the association.

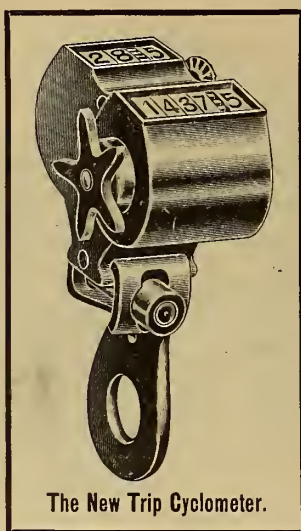
President N. C. Phillips occupied the chair, and both Secretary Albert Hutton and Treasurer Richard Wulff were in their places. The discussion upon the motion was both animated and protracted. It was brought out that it was very hard to get clubs to get delegates to attend. There was a substantial balance in the treasury, and it was developed that there was plenty of work to be done. All the officers were in favor of the motion, and the opposition came from individual delegates, who pointed out that there was no reason to disband. The proposition from the New York body was made in the broadest possible manner, and it was favorably received by the majority, but it was decided that it would be better to have an expression from each club on the subject. The matter will come up at the November meeting.

The Coliseum bicycle track in Baltimore, Md., was condemned on Tuesday by Building Inspector Preston, and it will be demolished.

"CYCLOMETERS"

means nothing but

~ Veeder ~ Cyclometers.



The New Trip Cyclometer.

This instrument has flat instead of rounding glass over the figures. The glass is made secure by the use of asphaltum cement, which is waterproof. In fact, the whole instrument is waterproof and dustproof.

The little knob, by which the trip part is set back to zero at will, is now made longer and bigger.

Our cyclometers are supplied in the following sizes: 24, 25 $\frac{1}{4}$, 26, 27 $\frac{1}{4}$, 28, 29 $\frac{1}{4}$ and 30 inch.

Readings in miles, kilometers or Russian versts, as ordered.

VEEDER MFG. COMPANY,

HARTFORD, CONN.

Cyclometers, Odometers, Tachometers,
Counters and Fine Castings.

FOR THE FOURTH TIME FRANK KRAMER AND THE PIERCE BICYCLE

HAVE PLACED THE
American Championship
TO THEIR CREDIT.

And the PIERCE is no less renowned for speed than for Comfort, Durability and Superior Workmanship and Finish. It has always been the choice of the discriminating purchaser.

HAVE YOU EVER "LOOKED INTO IT?"

THE GEORGE N. PIERCE CO.

BUFFALO. DENVER. OAKLAND.

Also Makers of
Pierce Motorette and Arrow Motor Car.

\$25 REWARD



For information about any dealer or repairman using or handling any Compound, Powder, Fluid, Liquid or semi-liquid for the purpose of sealing punctures or leaks in pneumatic tires, in violation of our

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NEVERLEAK AND GLINES' LIQUID RUBBER

are the ONLY Fluids that can be
Legally Used in Pneumatic Tires.

Write for Conditions under which the
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NEVERLEAK TIRE FLUID

when injected into a bicycle or automobile tire will never evaporate, but is always in liquid form ready to plug up a hole as quickly as it is made. It renders a tire absolutely puncture proof and is particularly guaranteed to preserve the rubber.

PUT UP AS FOLLOWS:

4 oz. tubes, 4 oz. cans, 8 oz. cans, quarts, one-half gallons and gallons.

All Jobbers Handle Neverleak.

For Automobile Tires we recommend
Automobile Neverleak.

Buffalo Specialty Manufacturing Co., BUFFALO, N. Y.

CLOSE RACES AT HILLSIDE

Champion Kramer Wins Both of the Professional Events by Narrow Margins.

Frank Kramer took the honors at the Hillside track, Belleville, N. J., last Sunday, winning both the professional events. The one-third mile race was the feature of the card, and was well contested. Kramer was hard pushed in his heat by Root, whom he led over the tape by the small margin of two inches. In the final Bardgett and Fenn were on even terms with him, but he made a fine spurt at the finish, leaving Bardgett a length and a half behind, while Fenn, who had teamed with the champion and dropped back at the finish, had sufficient steam left to hold third place.

The second heat of this race was unsatisfactory to the spectators in that it resulted in barring Floyd Krebs from the final by what was regarded as a mistaken decision. There was a crowd at the edge of the track, and Krebs finished on the pole, where it was easy for the judges to overlook him. To the view of the spectators he finished second, but the judges did not place him at all, in spite of the fact that Hadfield, whom the judges placed third, stepped forward and said that Krebs had finished ahead of him.

The two-mile professional handicap was exciting. Kramer and Fenn, the two men on scratch, rode hard to catch the limit men. As the riders came in the stretch Bedell led the bunch by a wheel's length, and looked a sure winner, but the champion nipped him at the tape and won by not more than three inches. Bedell was second, Fenn third, Krebs fourth and Root fifth.

Twenty-seven men started in the five-mile amateur handicap. Fogler and Franks made the finish an exciting one, and Fogler got the race by not more than half a wheel.

Fine sport was afforded by the pursuit race, with five starters. Oliver Dorlon won after he had overtaken Schlee, Glasson and Spain. The other events were a half-mile novice, won by A. E. Alexander, and a two-thirds-mile amateur, won by Teddy Billington. The summary:

Half-mile novice—Won by A. E. Alexander, New York; J. Sullivan, Newark, second; J. Harris, Jersey City, third. Time, 1:12.

Two-thirds-mile, amateur—Won by Teddy Billington, Vailsburg, N. J.; Joseph Fogler, New York, second; George Glasson, Newark, third; Oliver M. Dorlon, Manhattan Beach, fourth. Time, 1:37 2-5.

One-third-mile professional—Won by Frank Kramer; Walter Bardgett, second; W. S. Fenn, third; E. F. Root, fourth. Time, 0:42 3-5.

Five-mile handicap, amateur—Won by Joseph Fogler, New York (50 yards); Charles Franks, Newark (150 yards), second; "Mike" Coffee, Newark (200 yards), third; O. E. Schaub, Little Falls (100 yards), fourth. Time, 12:45.

Two-mile handicap, professional—Won by

Frank Kramer (scratch); John Bedell (60 yards), second; Walter Bardgett (60 yards), third; Floyd Krebs (60 yards), fourth; E. F. Root (30 yards), fifth. Time, 4:27 2-5.

Unlimited pursuit race—Won by Oliver Dorlon, Manhattan Beach; distance, three miles. Time, 9:45.

Sherwood Wins C. R. C. A. Championship.

A twenty-mile road race for the club's championship was held by the Century Road Club Association on Sunday on a triangular course on Long Island. The start was at Freeport, and the course was to Hempstead to Lynbrook and Valley Stream. A heavy wind made riding hard, but the roads were in good condition. A large number entered the race. Gold, silver and bronze medals were the prizes for the first, second and third men. L. V. Hardenbergh was the referee and Chief Castles and Dr. Brennan the timers.

Charles Sherwood was the winner of the race in 1:00:29 3-5. Paul Bichette was a close second, and the third place was won by J. Eifler. These three men were close together all the way, and made a fine race in the last mile, finishing about ten yards apart. There were twenty-eight starters.

Walthour Wins on Southern Circuit.

Bobby Walthour has defeated Albert Champion twice since the southern season opened at Atlanta, Ga. The first defeat was on September 17, when the two contended in two five-mile heats, motor paced. Champion fell in the eighth lap of the first mile in the first heat, which was started over again and was won by Walthour in 7 minutes, 25 1-5 seconds. Walthour won the second heat in 7 minutes 17 seconds.

The two men raced again on September 21, the distance being fifteen miles, motor paced. Walthour took the lead in the fourth mile, and afterwards lapped Champion almost at will. His time for the fifteen miles was 22 minutes 39 seconds.

On the same evening Gus Lawson beat Jed Newkirk in a two-mile motor cycle race, winning in 2 minutes 42 seconds.

Sulkins Makes Good Beginning.

Sammy Sulkins made his first race as a professional at Boston Monday night by defeating George Leander in a twenty-mile motor-paced race. Sulkins, Leander and De Guichard were on the card, the two latter to give Sulkins two laps in the twenty miles.

De Guichard's motor refused to work, and Sulkins and Leander raced without him. At the beginning of the twentieth mile Leander had gained but fifteen yards on Sulkins, but during the last mile Sulkins' foot slipped from the pedal. Leander passed him, but Sulkins managed to finish half a lap ahead. Time, 2:01 4-5.

Will Stinson will ride as a team mate of Joe Nelson next season. He has been signed for one year by Spooner and Wells.

MONSTER MOTORCYCLE WINS

Derochier Powerful Pacing Machine Take a Nondescript Event at Providence.

At the third annual race meet of the Rhode Island Automobile Club, held at Narragansett Park last Saturday, the opening event was a so-called motor bicycle race. The distance was ten miles and there were six starters. The event was one of those mixed affairs against which the Federation of American Motorcyclists has set its face, some of the machines being monstrosities and in no sense representative of the motor bicycle proper. J. Derochier, who won the contest in a runaway, rode a big Metz pace-making machine, a high-powered affair with no pedals, while the Indian upon which Oscar Hedstrom rode was also a machine without pedals, and was driven by a motor of much greater power than is found in the ordinary Indian. Such a race indicates nothing as to the racing capacity of the motorcycle adapted to general use, and its results cannot be justly considered in connection with that element of sport which is desired by the average motorcyclist.

In this race two false starts were made owing to the difficulty of getting the ill-matched machines off together. When they finally got the word Derochier obtained a decided advantage in the start and increased his lead to fifty yards in the first mile. Hedstrom, who had worked from the rear to second place, closed up on Derochier, while Myers had forced himself into third place. At two and one-half miles Hedstrom slowed down and Myers passed him. Ziegler also passed him, taking third place. Derochier never lost his lead, but won the race easily. The summary:

Five-mile race for motorcycles—Won by J. Derochier (Metz); James Myers (Orient), second; Walter J. Zeigler (Columbia), third. Time, 6:14.

Frost at Hartford.

Cold weather and a beggarly array of empty benches at the Velodrome in Hartford, Conn., on the evening of September 18, were too much for the riders who had put in an appearance to take part in the closing meet of the season. Champion Frank L. Kramer, W. S. Fenn, Walter Bardgett, John Bedell, Floyd Krebs and others were there. Only three hundred people passed through the gates. Manager Starkle tried to persuade the men to ride but they refused, and the races were declared off.

Michael Coming to America.

Jimmy Michael, the Welsh midget, whose terrible fall in Berlin this year threatened to retire him permanently from the track, has so far recovered from his long illness at his home in Wales that he expects to return to America in November. It is his intention to race here again next season.

Brooklyn's Improved Streets.

Bread cast upon the waters is returning now to Brooklyn, N. Y., cyclists. For years the Associated Cycling Clubs of Long Island and the Good Roads Association of Brooklyn labored, first, with the municipal authorities and the Park Commissioner to have modern paving laid on Fourth avenue, which was originally laid out as a boulevard. Finally the matter was carried to the New York State legislature, and, although it has hung fire for a few years, the much desired work is now almost completed. Nor is this the only notable improvement in the borough beyond the bridge. Much important work, long urged by cyclists, has been done there of late, and riders unfamiliar with the work will find a variety of new riding routes ready for them.

The Brooklyn Eagle tells of the changes as follows:

"The repaving of Fourth avenue having been completed as far north as Fourteenth street, a thorough connection to the Shore Road, or to the entire southwestern part of the borough west of Prospect Park and Greenwood, is now for the first time open for use. Eighth avenue is also just completed with asphalt its entire length. One may, therefore, drive south by either Sixth, Eighth or Ninth avenue, passing through Fourteenth street, Twenty-second street or Twenty-fourth street into Fourth avenue,

and thence directly southward to the water or the Shore Road.

"Fourth avenue is being completed northward from Fourteenth street, at the average rate of a block a day, and will shortly reach the point where it will be available from the Heights district as a thoroughfare to the south, without using either Sixth, Eighth or Ninth avenue as above.

"Third avenue is now available for its entire length from Flatbush avenue to the Shore Road, with a modern pavement.

"Herkimer street, now completed nearly its entire length, affords for the first time a through route parallel with Fulton street, over smooth pavement, to East New York via the Eastern Parkway extension.

"By the completion of the macadam improvement on Albany avenue one may now drive out Albany avenue via Clarkson street, Woodruff avenue, Ocean avenue and Beverley road to the Ocean Parkway, thus reaching the Ocean Parkway for the first time from the eastern and central portions of the borough without being obliged to pass through Prospect Park."

Annual 100-mile Race of C. R. C. A.

Although the annual record run of the Century Road Club Association, which will be held on Sunday, September 27, was announced only a few days ago, it is apparent by the number of entries received that this

fixture has lost none of its popularity. Although called a "record run," this event is in reality a 100-mile road race, with the handicaps ranging from scratch to two hours and a half. There are prizes for the first fifteen to finish, and, in addition to the place prizes, there will be at least three time prizes given to those making the best net time; also all who finish will be entitled to a sterling silver medal, on which will be engraved his actual time for the 100 miles. This is the only run of the year where it is possible for a rider to secure an official record for his performance at this distance.

Realizing the value attached to these medals, the association appointed a special committee to design and have made a trophy equal to the high standard established in the past.

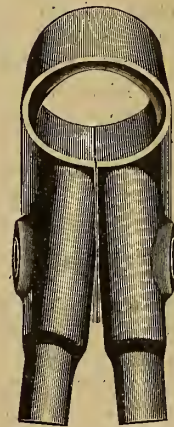
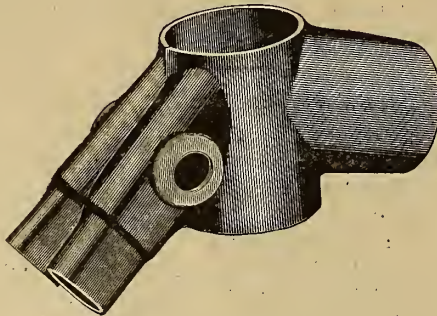
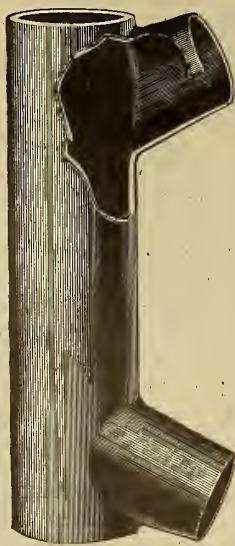
Kopsky's 100-mile Record.

Joseph Kopsky, of the Century Road Club of America, made a new amateur record for 100 miles on the road, unpaced, last Sunday. The course was from Springfield, Long Island, to Hicksville, via Valley Stream, and was gone over twice. The roads were in good condition, but there was a stiff wind, which made riding difficult.

Kopsky started at 6:46 a. m., and rode the hundred miles in 5:23:40, lowering the record by an even 14 minutes. The former record of 5:37:40 was made by Wilson Higginson.

FOR 1904

Outside Joint 1 Inch Frame Set



WITH BOLT AND NUT CLAMP AT SEAT-POST CLUSTER.

Lugs tapered to knife-edge. Parts for 22-inch men's frame now ready. Other pieces, including cluster for women's frame, ready shortly.

Write for our New Catalogue.
Ready October 1st.

THE CROSBY COMPANY, 177 to 187 Pratt St., Buffalo, N. Y.

RESOURCEFUL KRAUSS

Made Exhaust Valve out of an Iron Fence Upright and Rode Home Easily.

That necessity is still the mother of invention is abundantly proven by a recent experience of Charles Krauss, the secretary of the newly organized Philadelphia Motorcycle Club. He relates the story in a fashion that cannot well be improved upon:

"I started on a run with our club, and, after a peaceful ride of thirty-five miles without a miss or a skip, my engine simply refused to move," he says. "Upon investigation I found I had no compression, and, looking further, I discovered my exhaust valve broken. I had no extra valve with me, because I never gave the exhaust valve a thought, so the only thing I saw in view was for me to pedal my machine to the nearest railroad station and board a train. Unfortunately, the nearest station was fifteen miles off. I had several offers to be towed by motor friends, but I did not want to mar their pleasure, so I started to pedal home. Every mile got harder and harder for me to push; but there was one thing in my favor—there were no hills to push up.

The first three miles I said I would give \$5 for an exhaust valve, and I raised the price \$1 for each additional mile I pushed. Finally I became so fagged that when I came to an inviting green and shady spot in front of a palatial summer residence I threw myself on the grass for a rest, wondering how I would feel after pedaling the balance of the distance. As I lay there, looking at the beautiful sky and thinking of 'Home, sweet home,' my eyes rested on the pretty gold leaf work on the iron fence that surrounded the house. The fence was composed of scrolls and points of various shapes, and in between the points were uprights that resembled, for all the world, my exhaust valve.

"I took out my old valve and measured it, and, finding that the stem was exactly the size as the piece of fence, I decided I could make it fit. It required but little filing, and, after taking out my kit, as if to rob a house, I began the operation. It took me quite a while to cut off the thing from the fence, as I only had a small half-round file. I filed the head in some sort of shape, and was soon ready to grind it in the seat. I had heard of repair men using emery flour to re-seat valves, but I had no emery, so I took my finger and wiped off the fine dust that collected on my chain. This was as fine as I could get, and was already mixed with oil. I ground in the iron valve repeatedly until I got fairly good compression; then I tried it in the motor, and when I heard it 'cough' I became possessed of the smile that won't come off." I returned home in fairly good time, making

only two stops to straighten out the iron valve. I still have it, and value it so highly that I mean to keep it as long as I have any interest in gasoline motors."

Played Prank on Prentice.

Some person in the upper part of New York State appears to be engaged in a relay bicycle run. His method is to steal a bicycle and ride it until he finds opportunity to steal one that pleases him better, when he makes an exchange.

Louis A. Prentice, of Batavia, was his victim on September 9, and it has been learned that the wheel left in place of the one stolen from Prentice had been stolen in the morning from William Howard, in Rochester.



NEW YORK BRANCH: 214-216 WEST 47TH STREET.

A Neglected Bearing.

One of the bearings most neglected is the steering post bottom race, which, as it has to carry the weight, is one of the more important, and should, therefore, receive the most attention. As a rule, this bearing only gets lubricated by the overflow from the top ball race, the oil from which runs down inside the steering socket, but this is a very unsatisfactory plan. Stiff steering is generally due to the fact that the bottom race is not sufficiently lubricated, and when there is no oil hole provided it is best to turn the machine upside down and carefully wipe away all grit and dirt which may surround the bottom of the steering socket. A few drops of oil can then be placed round the bearing, and if the latter be moved backward and forward, as in steering, this will soon work in.

Changes of Adjustment.

Occasional changes of position are found desirable by some riders. Even cyclists who are assured that they have found the most suitable adjustment of saddle and handlebars might experiment a little now and again. It would be unwise, however, to alter the position radically before a long ride.

TRADE PAPER VALUE

One of the Biggest Factors in Modern Commerce—A Permanent Record.

"How would the commercial men get along without their trade papers? That is a very simple question, but it scarcely admits of an equally simple answers," says H. C. Ridout in the Trades Press.

"If the full history of commerce were ever written—and why not?—it would be found that the advent of trade papers caused a revolution in trade. How could it be otherwise? The revolution may not have been, was not immediate, but it was none the less complete. No firm can be considered up to date nor completely equipped if it does not subscribe to a trade paper.

"If a business house had in its employ a dozen travelers, each scouring a certain territory for news, it is safe to say that the sum total of work done by those twelve men would not be so great as that of a trade paper. The information they secured might be of the greatest diversity, but they do not represent an iota of the resources at the command of a well organized trade paper. The twelve travelers would be confined in their interests to the actual firm they represented. The trade paper grasps the whole trade.

"Captained by a man familiar with the trade community in its many phases and aspects, the trade paper is able, by its resources, to gather in the threads of business from every part, and by the interchange of ideas, which the courtesy of contemporary 'exchanges' facilitates, is enabled to present to its readers a survey and review of the trade it represents a thousand times more complete and comprehensive than any travelers. Moreover, the trade paper is a permanent record, not merely a fleeting view or impression.

"The trade paper is one of the biggest factors in modern commerce it is possible to conceive, and the man who refuses to support his own trade papers is guilty of a culpable negligence of the interests of the community of which he has the honor to be a member. The better the trade paper is supported the greater and more valuable the work it is enabled to achieve. Cripple it with insufficient support and it is a stigma on the trade, and a reflection on the trade's intelligence. The well-supported trade paper can champion the cause of the oppressed, of which in every trade there is a large proportion; it removes abuses and watches over the well-being of the trade or commercial community whose name it bears.

"A man who neglects to support his trade paper is, I repeat, guilty of a gross offence against the intelligence of his fellow-traders, and is not entitled to call himself a well-informed business man."

THREE TIMES CHAMPION

Kramer Equals Bald's Feat of Thrice Winning Professional Championship.

Only once before in the history of cycling has a rider won the championship three years in succession. The first man who did this was Eddie Bald, of Buffalo. Frank Kramer, by becoming the champion of 1903, has placed himself on a par with Bald, and will go down in cycling history as one of the really great riders.

The struggle of the last season was the most noted in the history of the sport. It was the first time since cycle racing has been in vogue that the championship hinged on the outcome of the last race. During the two previous years Kramer's riding in comparison with the other knights of the wheel was of such a calibre as to leave the universal impression that he is the peer of cyclists. There was no rider, with the possible exception of "Major" Taylor, who could successfully measure strides with the champion, and the latter won the title in 1901 and again in 1902 almost in a walk. This season, however, a change occurred—a change which stimulated interest in the sport and made the former one-sided contest a battle royal from the beginning of the season to the end.

The turn of affairs was caused by the forthcoming of Iver Lawson. With the assistance of Floyd McFarland, the Salt Lake City rider proved to be an opponent so dangerous as to make the result of the season's struggle in doubt until the last race was over. From the opening of the season until the close, the championship struggle narrowed down to a duel between Kramer and Lawson, and in this neck-and-neck contest the East Orange rider finally triumphed, with a margin of twelve points.

After it was all over Kramer said: "I won as I expected, although it was a hard struggle. Lawson gave me a close fight, but after I got back to my former condition two months ago, I knew that I was riding faster than he, and at no time feared the result.

"McFarland is a great track general, and but for his ability as a team mate, I believe, Lawson would have never been in the race for the title. It was Mac who ploughed through the field and piloted Iver to an advantageous position for the final sprint, but when it came to the issue, and the road was clear, I was more than a match for him. He beat me several times, 'tis true, but in the long run I clearly had the best of the argument.

"I only regret that 1903 championship rules did not allow two men in the final heat," added Kramer. "With four men in the race there is always talk of a team mate giving a helping hand, while with only Lawson and myself on the track the victory would be decisive. I beat Lawson in two match races, once at Manhattan and the other time at Boston, and am confident in my ability to repeat the trick. When Lawson beat me

early in the season I was not in the best of condition, having paid more attention to automobiling than to training. The experience, however, made me wiser, and next season I will be in shape. Lawson and Mac are now on their way to Australia. As soon as they return I will try to arrange several match races with Lawson."

Kramer's rise to fame as a star in the cycling firmament is one of unusual interest, in view of the fact that the champion made such rapid progress. Eleven years ago Kramer, who was then eleven years of age, came from Evansville, Ind., where he was born and reared, and with his parents made him home in East Orange. Until he came East he never straddled a wheel. In the spring of 1897 Kramer made his debut on a racetrack at Clifton, N. J., and after six attempts won his first novice race. From that time on his advance was rapid. Charlie Hadfield, who was then in his prime, recognized the riding material in Kramer, and took charge of his affairs, acting as his trainer. Before long the protege was able to beat the instructor.

A month after winning his novice race Kramer won the quarter-mile open from a field of crack riders, including George Collett, C. Hausman, Ertz, Powell, Ripley and Dawson. The following year he won the last L. A. W. amateur championship. In 1900 the East Orange boy graduated from the simon pure to the professional ranks, and in the series of circuit meets finished a close second to "Major" Taylor.

He won the championship for the first time in 1901, beating out Taylor, Cooper, McFarland, Fisher, Freeman and other cracks. Last year he made a runaway race of the championship, and won again for the third time this season. By this he has accomplished the object of his ambition to emulate the success of Eddie Bald. His triple victory, however, is greater than that of the Buffalo cyclist, for, as records show, the speed of races is far greater now than in the past.

The champion has received many flattering offers from managers of European tracks. He does not seek fame, however, and as there is as much available cash in Uncle Sam's territory as in France, Germany or Italy he declined the offers. He will probably ride at Madison Square Garden, in New York, during the winter, and prepare for the championship struggle of next year. Kramer will be twenty-three years old in November. During his professional career he has accumulated a snug sum, enough to provide for a rainy day.

Throughout the entire three years Kramer rode the same make of machine—the Pierce.

Spring Causes Squeak.

Sometimes a mysterious squeak will be traced to a saddle. An examination will show that the springs rub against each other, and a drop of oil applied to the point of contact will put a stop to it.

PRICE OF THE PRIZES

Foxy Motorcyclist Gets Close Valuation on his Medal—Cost \$1.95.

From time immemorial there have been complaints that medals given to the winners in bicycle races have not been up to standard—that they were cheap and trashy, scarcely worth carrying away, in fact, much less riding a hard race for. But a story that is being told of one metropolitan racing man comes pretty close to putting in the shade everything of this nature that has been charged.

"I tell the story for what it is worth, but it comes to me as sober truth," said the Bicycling World's informant. "It seems that a man won first prize in a motorcycle race on a track not a thousand miles from New York, and was not overpleased with its appearance when it was handed to him. He said nothing, but, being a cute youth, he determined to make an investigation on his own account. So he thought it over and cooked up a nice little game which he thought would pan out all right.

"Taking the medal with him, he went to a Maiden Lane jeweller—whether the one who made the medal or another, I am unable to say. To him the racing man told a nicely prepared tale; how he belonged to a motorcycle club which contemplated giving a race meet and was in the market for some medals. 'Something like this one,' he concluded, bringing out his prize. 'How much would they cost?'

"The jeweller took the medal and examined it carefully. At last he said: 'If your club will take half a dozen of them I can furnish them at \$1.95 each.'

"The racing man got the information he was after, but I doubt very much if it gave him any great pleasure."

Butler Wins Against Moran.

Hugh MacLean refused to ride at the Colosseum at Providence, R. I., on September 18, in what was to have been a three-cornered hour race. Light gate receipts constituted the reason. Nat Butler and Jimmy Moran went on and made an interesting race.

Butler's first motor, manned by Saunders, acted badly, and he called out an extra, with Turville up. The pickup was bad and Saunders opened up again, Moran in the trouble gaining four laps.

In the last mile of the hour Moran's front tire went flat, and while he was changing wheels and regaining pace Butler made up his loss and won by 20 yards in a spectacular finish. Butler made 40 miles, four laps, 70 yards in the hour, his time for the even 40 miles being 58m. 43 3-5s.

Marcus Hurley won the ten mile open in a hurricane finish, but was too heavily handicapped in the one-mile, Thomas Norton, of Providence, being the winner.

SPECIAL NOTICE

There is talk of better equipment for the coming season; a tendency towards comfort and ease; a return to the happy seeking of country lanes and the kind of things that helped cycling grow. An ill-shapen saddle can annul the best effort of the bicycle manufacturer and lay low the enthusiasm of the rider. Comfort should be the first feature of a saddle considered by an agent in naming his specifications; it should outweigh all others. We will supply as wanted on all regular EAGLE bicycles,

PERSONS OLD COMFORT SADDLES

and believe that machines so equipped will have increased selling strength for the agent and bring him a more satisfied customer. An unsatisfactory saddle means no comfort; no comfort, no happiness; no happiness, no interest; no interest, no bicycling. Up the ladder again; interest, COMFORT; comfort, BICYCLING. Isn't that logical? We consider a great combination to be

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AND
Persons Saddles

EAGLE BICYCLE MFG. CO.
TORRINGTON, CONN.

On Cone Adjustment.

It is held by some good mechanics that the cones of a machine should never be tightened so much as to be quite firm, but that there should always be a certain amount of side play in the wheels and also the crank hanger. If the cones are tightened up so as to be quite firm, the wear caused by the running of the machine, and also the effect of any jar on the wheels, is felt by only one portion of the cone, and this in time wears very unevenly, thereby causing trouble. If, however, the cones are left with a little side play, or wobbly feeling, the wear and the effects of sudden jars are distributed over the cone, and the bad effect is reduced, the jars very seldom coming in exactly the same place on the cone. The practice of engineers who, when building an engine, first tighten up all the parts as much as possible, and then take about a quarter of a turn back, is referred to as proof of the soundness of this contention.

On the other hand, a vast number of riders believe in tightening the cone until all the shake is taken out of the bearing. This is possible only with a well built machine, as with cheap bearings it is very seldom that the cups and cones are true circles. Hence the wheel or hanger may be tight in one place and loose in another, and no amount of adjustment will ever bring them right. When wear takes place the same effect is observable.

Crank Position When Coasting.

Most riders adopt the "half-past twelve o'clock" (i. e., with the cranks in a perpendicular position) position of the pedals when coasting. On rough roads the "quarter to three" pose—with cranks horizontal—will be found a useful change, as the weight can be taken entirely off the saddle.

"How to Drive a Motorcycle." See "Motorcycles and How to Manage Them." \$1. The Goodman Co., Box 649, New York.

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MODEL.

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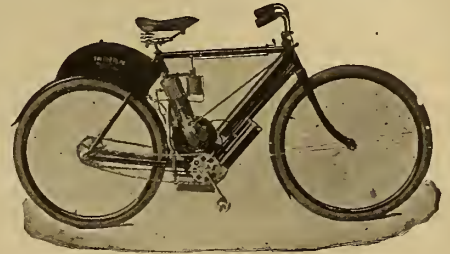
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"A Good Story will bear telling twice."

The story of the Manhattan Beach meet Sept. 5 and 7, is so good and conveys so much to motorcyclists and intending motorcyclists that it will bear repeating many times.

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finished **FIRST** in EVERY event and won

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It took EVERY prize in the gasoline consumption test, covering the marvelous distance of

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ONE PINT,**

Costing Less than 2 1-2 cents.

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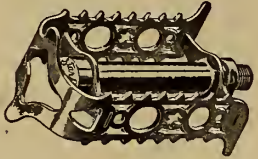
and then the tire flattened; the nearest no-stop competitor was 40 miles behind.

The INDIAN also won every race at Baltimore, Md., Trenton and Westfield, N.J., Brantford, Conn., and Lowell, Mass.

Will you judge and buy a motor bicycle by its works or by the words of its maker?

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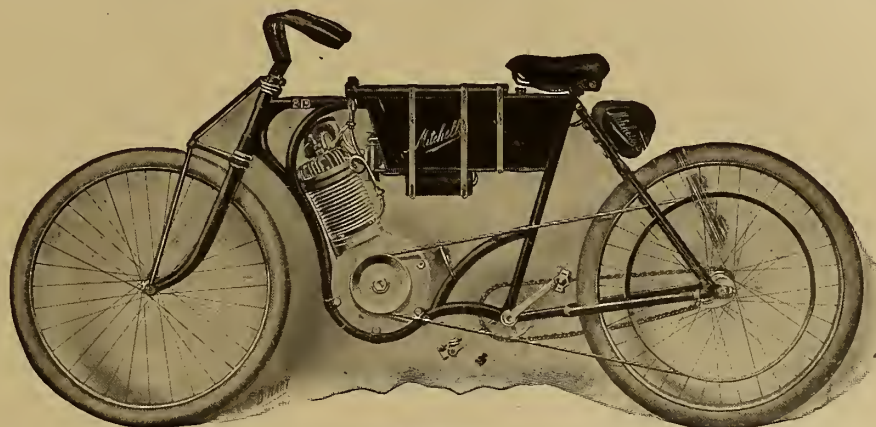
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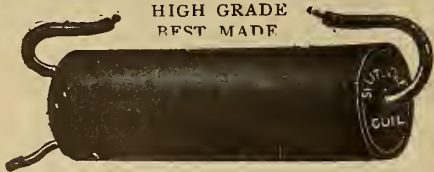
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15 cents per line of seven words, cash with order.

FOR SALE—New motorcycles—No. 33 Thomas Auto-Bi, 1 1/4 H. P., new, \$85.00; 1903 Orient, 3 H. P., new, \$200.00; 1903 Mitchell, Model No. 53, new, 3 1/2 H. P., \$170.00; 1903 Mitchell, Model No. 52, 2 H. P., new, \$140.00; 1903 Thor, 1 1/4 H. P., new, \$165.00. Above are salesroom samples. All new and never ridden, and guaranteed. Second-hand motorcycles—No. 33 Thomas Auto-Bi, 1 1/4 H. P., \$60.00; 1902 Mitchell, 2 H. P., run 300 miles, \$115.00; 1902 Mitchell, 2 H. P., run 900 miles, \$100.00; 1903 Mitchell, 2 H. P., run 300 miles, \$125.00; 1903 Mitchell, 3 1/2 H. P., run 300 miles, \$150.00; 1903 Mitchell, 3 1/2 H. P., run 600 miles, \$130.00; 1903 Marsh, 3 1/2 H. P., run 400 miles, \$100.00; 1903 Marsh, 3 1/2 H. P., run 100 miles, \$110.00; 1902 Orient, 3 H. P., \$160.00; 1902 Orient, 2 3/4 H. P., run 1,600 miles, \$150.00; 1903 Orient, 3 H. P., run 700 miles, \$165.00; 1903 Orient, 4 H. P., run 200 miles, \$175.00; 1903 Orient, 4 H. P., run 200 miles, \$175.00; 1903 Merkell, spring frame, 1 1/4 H. P., \$95.00; 1903 Stratton, 1 1/4 H. P., \$50.00; 1902 Marsh, 1 1/4 H. P., \$45.00; 1903 Clement outfit, 1 1/4 H. P., \$65.00; 1902 Indian, 1 1/4 H. P., \$125.00; 1903 Indian, 1 1/4 H. P., \$145.00; 1903 quadricycle, 2 3/4 H. P., \$110.00. We trade. We pay cash for bargains in motorcycles, motors or parts. Our catalogue is free. We publish new lists monthly. Get on our mailing list. We will buy your motorcycle for spot cash. HARRY R. GEER, the Motorcycle Man, 1017 Pine St., St. Louis, Mo.

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The Week's Patents.

738,010. Metal Wheel Nave. Edmund P. Dignan, Wilmington, South Australia, Australia. Filed December 28, 1901. Serial No. 87,630. (No model.)

Claim—A hollow wheel nave of the same diameter throughout provided throughout its periphery with a series of independent integral bosses extending at an inclination with respect to one another, each of said bosses provided with spoke receiving openings arranged tangentially to the periphery of the nave and further provided with flat surfaces extending at right angles to the ends of the spoke receiving openings to form seats for the spoke nuts, substantially as herein shown and described.

738,992. Sparking Plug. Henry C. Folger, Somerville, Mass. Filed June 4, 1903. Serial No. 160,015. (No model.)

Claim—1. A sparking plug having a central conducting spindle provided with a terminal, an exterior conducting shell provided with a second terminal, a double insulation separating the spindle and the shell, said insulation comprising a porcelain core and a mica tube in the core and around the spindle.

739,025. Inner Tube for Pneumatic Tires. Theron R. Palmer, Jeannette, Pa. Filed April 14, 1903. Serial No. 152,505. (No model.)

Claim—1. In an inner tube for pneumatic

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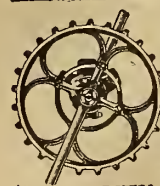
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PARK CITY MFG. CO., Inc., CHICAGO.

tires, an end closure consisting substantially of the end portion thereof collapsed and cemented together so as to entirely close the tube, and this collapsed and cemented portion turned back upon and cemented to the outside of the tube, substantially as set forth.

739,095. Bicycle Alarm. Reinhold Lewitz, New York, N. Y. Filed April 1, 1903. Serial No. 150,604. (No model.)

Claim—1. A vehicle alarm, consisting of a hammer mounted to strike the vehicle frame, and means connected with a wheel of said vehicle for operating said hammer, substantially as set forth.

739,155. Trackway for Bicycle Riders or Other Performers. Charles R. Culver, Springfield, Mass., assignor to Harold A. Ley, Springfield, Mass. Filed January 3, 1903. Serial No. 137,639. (No model.)

Claim—1. In an apparatus of the character described, the combination with a trackway,

cross sectionally of trough form having inturned flanges projecting from the sides separated from the base or tread portion, of a bicycle to run on said track having a bar secured to and depending below the frame thereof, and having affixed to the bottom of the bar, a horizontal frame provided with opposite side trucks rotatable in vertical planes and engaging with rolling bearings between the flange and tread portions at the opposite sides of the trackway; and said suspended frame also having rollers rotatable in a horizontal plane and having roller bearings on the inner surface of the track side sections.

739,237. Bicycle. Angie E. Travis, Springfield, Mass., administratrix of Charles L. Travis, deceased. Original application filed January 28, 1901. Serial No. 44,961. Divided and this application filed December 26, 1901. Serial No. 87,276. (No model.)

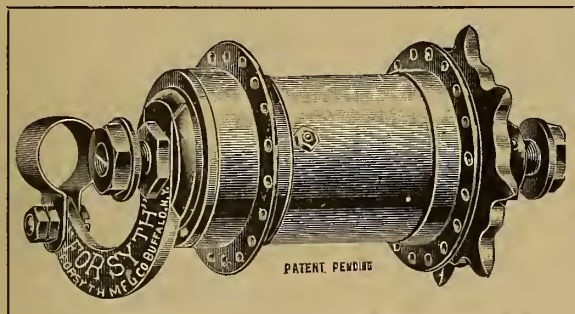
Claim—1. In a bicycle the combination of a rigid front frame, a telescoping rear brace, a rear wheel fork pivotally connected to said brace, a crank hanger rigidly secured to the fork, and a pivotal connection between said hanger and the front frame, substantially as described.

739,034. Cushion Frame for Bicycles. Charles L. Travis, Minneapolis, Minn.; Angie E. Travis, administratrix of said Charles L. Travis, deceased, assignor to Hygienic Wheel Co., New York, N. Y., a corporation of West Virginia. Filed January 28, 1901. Serial No. 44,961. (No model.)

Claim—1. In a bicycle, the combination of a removable rear wheel brace; a removable rear wheel fork, a crank hanger rigidly secured to the latter, and a rigid blade extending upwardly from said hanger and forming the sole means for pivotal connection to the front frame.

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